

NOVEMBER 30, 1951

1/-

The Autocar

FOUNDED 1895

LARGEST CIRCULATION



SIAM EASE

Travelling in Siam can be hot and wearing work—but not if you are enjoying the cool comfort and bracing performance of the Austin A90 Sports Saloon. This swift and luxurious saloon is the

best car under the sun for making a journey a joy. It is also the best under the rain—which probably explains its great success as a British export in every country where they have weather.

AUSTIN — you can depend on it!

"WHAT *horrible* STUFF AND IN OUR CAR, TOO!"



"Yes, and if it wasn't for this Purolator Filter I'm holding it would be in your engine oil—and a fine mess we'd all be in then!"

True, it's far better to have this dangerous accumulation of dust, dirt and grit safely trapped in the Purolator than swimming about in the engine oil. But it's better still to have it out of your car altogether. That Purolator element has done a wonderful job, but it's choked full and bristling with abrasive. Time it was thrown out and replaced with a new element—to be on the safe side.

PUROLATOR
Regd. Trade Mark
Micronic OIL FILTERS

PUROLATOR QUICK-CHANGE ELEMENTS

Replacement is a matter of seconds and simple as ABC.

A—Remove the filter lid

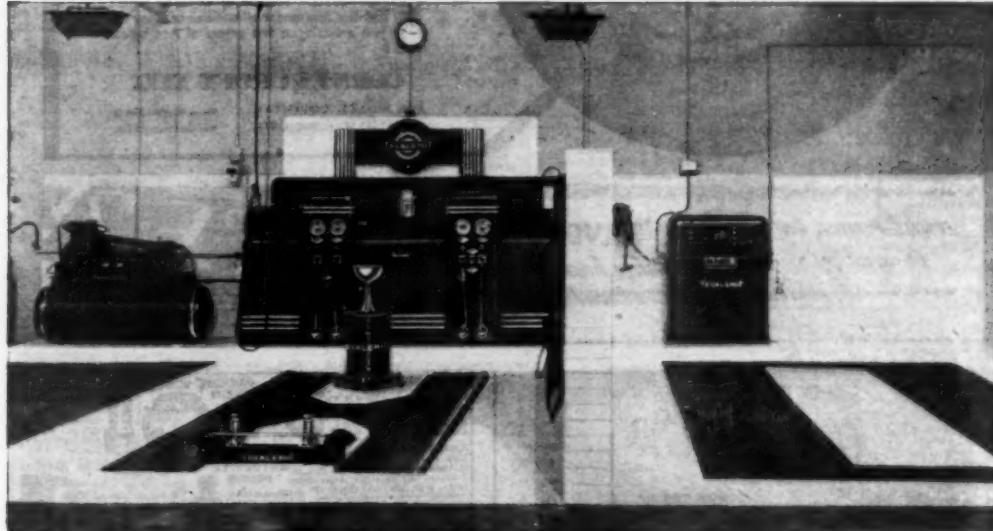
B—Knock dirty element against dustbin and it will fall away without being touched

C—Insert new element



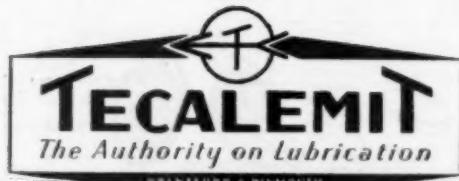


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of the 4,000



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Write for official list of those
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'TURBO DISCS'

They have a delightful appearance and an important function too—the maintenance of brake efficiency. The louvres direct a current of air over the brake drums to provide a cooling action which helps to keep the brakes at maximum efficiency on long gradients and other arduous conditions. "Turbo-discs" are craftsman-made and well finished in a wide range of colours. They are secured by fasteners which hold the disc firm under all conditions. May we send you a catalogue and prices of Ace wheel discs?

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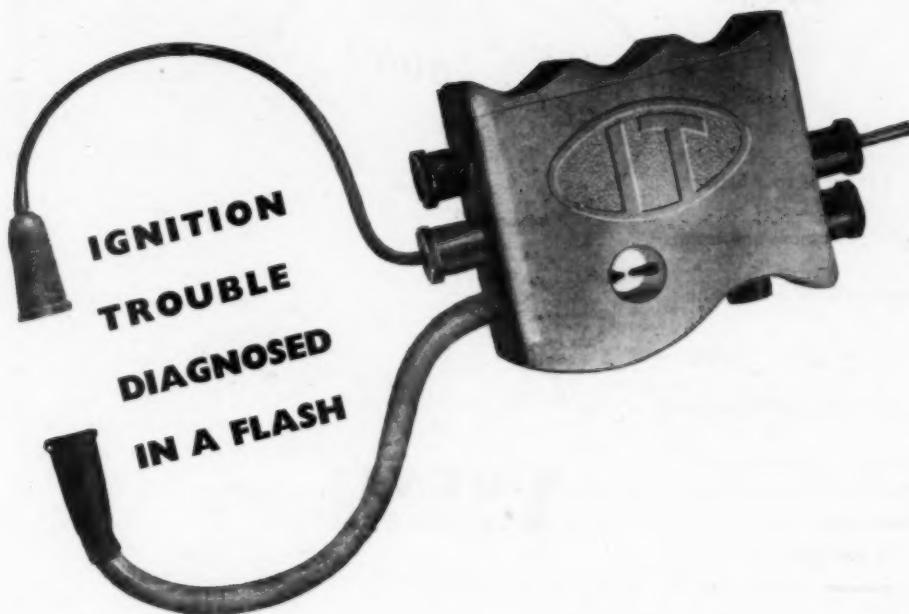
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Not a simple job if you haven't got I.T. A very simple one if you have. Here's how it's done. Test each circuit by fixing leads and watching for a spark in the "window". When there's no spark you've found the faulty circuit. And the I.T. does something more. Should your condenser break down, simply clip on the I.T.—itself a condenser—and it will get you safely home. The I.T. alligator clips make this a simple job even in the dark.

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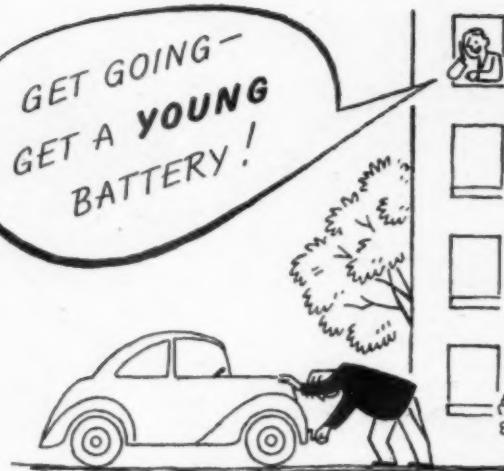
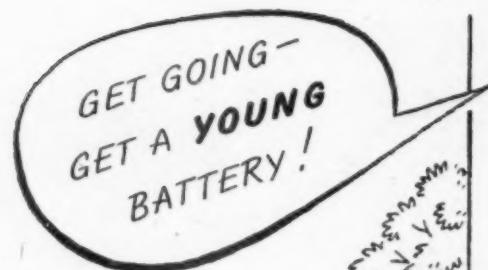
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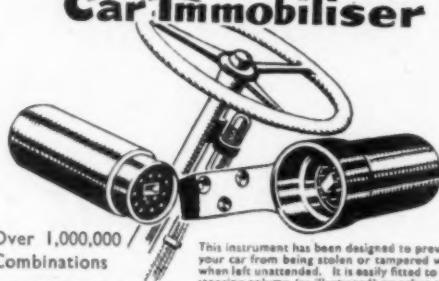
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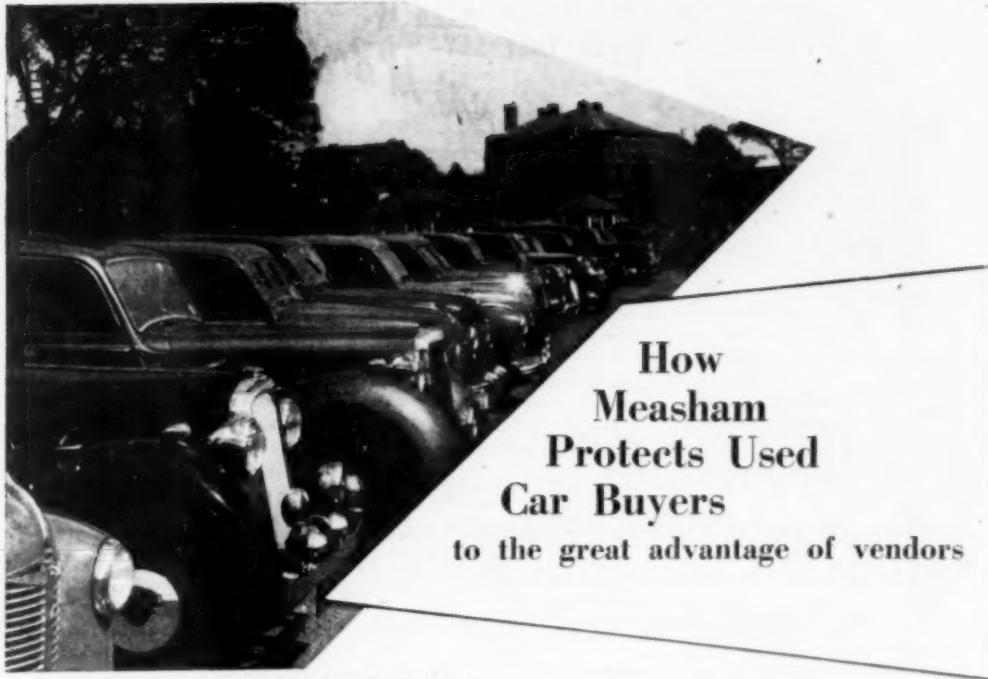
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This instrument has been designed to prevent
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steering wheel (steering column) or other con-
venient place. As long as the cap is removed
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thus creating an astronomical number of com-
binations which render it futile for anyone to
find the four connections amongst the twelve
blades on the cap correctly. The two Patent
self-locking spring union nuts prevent access
to the coil terminals and consequently the
immobiliser cannot be by-passed.

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How Measham Protects Used Car Buyers

to the great advantage of vendors

Here are a few of more than 100 post-war cars recently offered for sale in one day at Measham.

It has been asked from time to time why the Conditions of Sale at Measham should appear more favourable to purchasers than to vendors of used motor vehicles.

For example, it is clearly stated on the Measham Entry Form, in which full details of the vehicle to be sold are entered by the vendor—"MAJOR DEFECTS MUST BE DISCLOSED." In the now famous Clause 15 of the Conditions of Entry and Sale, Measham insists that "The vendor shall give on the entry form a true description of the vehicle." If a vehicle is sold, and in the opinion of Measham's engineers has been materially misrepresented in the description, it need not be accepted by the purchaser.

Once again, in Clause 22, the purchaser is protected by the unique Measham Indemnity against purchasing a vehicle which may later prove to have been stolen or subject to a Hire Purchase agreement. All these conditions are clearly designed to safeguard the interests of the buyer. Does it seem paradoxical then that an Organisation like Measham, whose business it is to sell used motor vehicles, should be so solicitous for the buyer's welfare? How can such conditions react to the benefit of the vendor?

The answer really calls for no profound thought. It is simply because the buyers have complete confidence in the Measham method of selling, and that is why hundreds of them come to Measham, twice a week, eager to purchase good used vehicles at fair market prices, arrived at by keen, competitive bidding.

Without these conditions there would be no confidence; hence no sales. With them, Measham has long held the world leadership in the sale of used motor vehicles, obtaining the maximum prices for vendors, and ensuring absolute satisfaction for both parties.

If you have a car to sell, or a caravan, a commercial or passenger-carrying vehicle, you will be wise to enter it for sale at Measham. There is a nominal entry fee of £1, and commission at 5 per cent. will only be charged if your vehicle is sold.

You will find at your disposal a service unparalleled in the history of motor sales, with facilities for collection and delivery, car valleting, hire purchase and insurance, free travel by Measham coaches to and from many parts of the country, expert advice and free valuations. These are among the benefits enjoyed by vendors at Measham and, above all, it's the confidence that counts.

For full details of Measham's unique facilities, write to the Sales Department.

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WHEN THEY SAY—



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Remember, back seat passengers assess your car in terms of smoothness and silence: faulty suspension control soon makes its presence known to them in noise and physical discomfort.

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Use them as replacements
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Range 6in. to 12in. Weight 8lb.
Capacity 1 ton. Last price 37.5s.
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NEW 12s. & 18s. ELECTRIC PETROL PUMPS
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NEW DECORATING OUTFIT
8-piece outfit containing valve
grinder, wire wheel, spindles,
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Electric, fitted to
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This is no idle claim, for more British engines are fitted with ZENITH CARBURETTERS than any other make, and our factory is producing more than ever before, despite all the difficulties ; but the demands being made upon us are also much greater. We know this means that your faithful old Zenith must continue to perform for even longer than is reasonable. But tell your nearest Zenith Agent of your needs. He is ordering regularly upon us and we are supplying to the utmost of our capacity.

You can depend on **ZENITH** for performance



THE ZENITH SERVICE EXCHANGE PLAN is available for replacement of worn Zenith Carburetters on nearly all engines to which they are fitted as standard equipment. Conversion Outfits to replace other makes of carburetters and earlier type Zenith are still being made in limited quantities. Keep in touch with our Service Agents ; they will do their best to meet your needs and can be relied upon to supply only Zenith guaranteed units.

The Zenith Carburetter Co. Ltd., Honeypot Lane, Stanmore, Middx.



Nothing left to chance...

This illustration of a prefocus head-lamp filament being spot welded to its mount gives some idea of the delicate operation involved.

While the operators are highly skilled, nevertheless nothing is left to chance and quality control tests of light output, burning life, robustness, etc. are carried on throughout manufacture to ensure that there is no tendency to drift from the high standard set for these automobile lamps.



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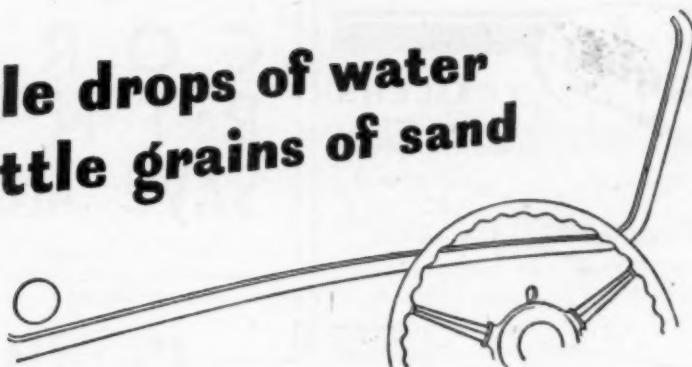
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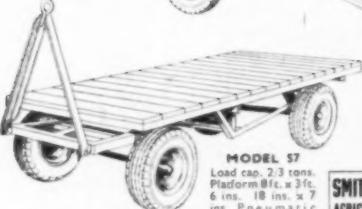
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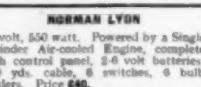
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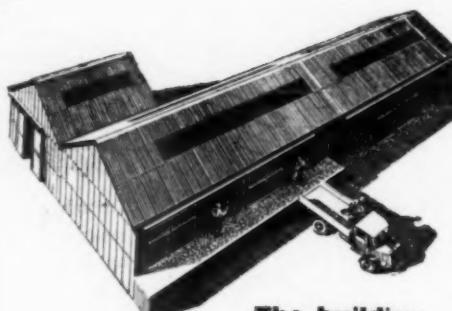
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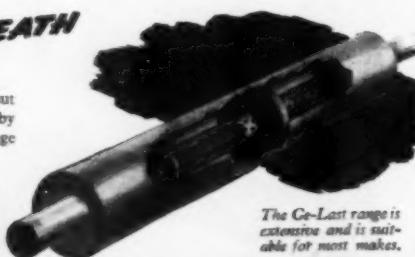
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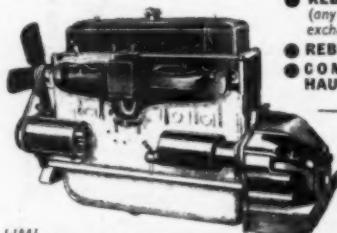
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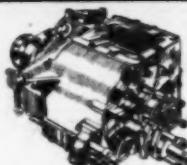
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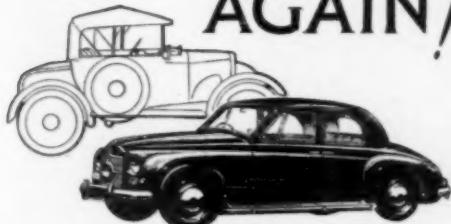
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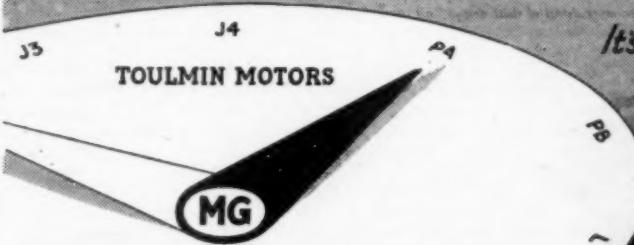
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accepted only for overseas).**In This Issue**

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Autocar

FOUNDED 1895

No. 2922

FRIDAY, NOVEMBER 30, 1951

Vol. XCVI

Morris-Austin

IN the face of the bald statement of amalgamation, recorded on page 1525, only speculation is possible about the effects of the Austin-Morris rapprochement.

At the time of going to press, neither party had amplified the first announcement in any respect, and it is realistic to suppose that details will be worked out as the process of amalgamation matures. Only events are likely to show the effect of this gigantic link-up.

The motorist's first reaction will be a hope that the separate identities of the cars will be preserved, and that the attractive "specialized" cars of the Nuffield Organization will continue. Of that there should be no reasonable doubt, such cars as Riley and M.G. having a distinct and worldwide market. Thereafter, motorists will wonder what effect, if any, the merger will have on the supply of new cars, but the answer at the moment is primarily dependent on raw materials. While steel, for instance, is the limiting factor in car supply, no linking of company interests can make more cars than the available steel permits.

In this modern world of international competition it is increasingly plain that size counts, and it is necessary only to remember such giants as General Motors, Ford, and Chrysler in the U.S.A., the nationalized-Renault factory in France and the German Volkswagen firm to realize the truth of that. By amalgamation, Austin and Nuffield attain a joint stature that should give them tremendous weight, with all that that implies in the increase of facilities for owners wherever the market for cars exists; in this context, there is little doubt that the first benefits will be felt overseas. In Britain, all that is possible is the hope that ultimately the merger will bring nearer the day when ample cars are available for the home market. Certainly the collaboration of two such personalities as Lord Nuffield and Mr. L. P. Lord is a reason for confidence that the utmost will be done in that direction.

Rally Perplexities

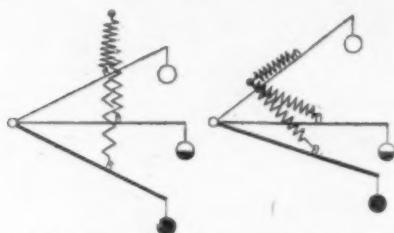
MOST criticized restriction in the new R.A.C. sporting regulations (reviewed in the last issue) is almost certain to be the limit of 300 miles for the road section of closed invitation and restricted rallies, which must inevitably have the effect of increasing the importance of the final tests as a means of selecting the winner. None the less, it is important not to overlook the significance of the secret check in this respect. Where such checks do not exist, competitors might obtain a clean sheet for the road section by, quite frankly, excessive speed after a delay, and the impossibility of this with secret checks will increase the road penalty marks "earned."

For comparatively minor events the 300-mile limit is, we feel, ample, especially as it eliminates once and for all the possibility of over-tired, and as a result unsafe, drivers; and surely clubs cannot argue that, in these varied islands, it is impossible within that distance to provide a route that is a real test of cars and drivers. It provides, too, a generous usage of the public highway for motor sport, and those who feel that it is unduly restrictive should remember the necessity of heavy drivers to keep goods schedules, and of public service vehicles to keep to timetables, and ask themselves at what point rally traffic can become a nuisance.

Therein is the crux of the matter, for the welcome keenness of clubs and their members has resulted in too many events, a problem that besets both national and international calendars. Clubs might well take note of the further recommendation that existing organizations should be strengthened rather than new ones created. Some of them, which serve similar interests in the same counties, might well contemplate amalgamation, particularly where obvious membership benefit would ensue. Unfortunately, however, local rivalry is often sufficiently sharp for this to be out of the question.

Recent issues of "The Autocar" have contained an article on steering problems and the effects of suspension on steering, followed by a review of an important Paper on independent rear suspension. This week "The Autocar"

reviews an aspect of suspension in relation to riding comfort: the problems of suspension rate and frequency and the steps which are being taken to maintain a comfortable ride regardless of load variations inseparable from car use.



If a swinging arm is connected to a coil spring as shown on the left, movement of the arm will be in direct proportion to the load applied. If the spring attachment is offset as shown on the right, initial loading will produce a big movement but the resistance offered by the spring will increase progressively.

This is the principle used in Grégoire suspension systems.

MOST people are familiar with the discomfort of riding in a bus which is carrying only one or two people. The springs have to be designed to cope with a full load and they often feel too stiff when the vehicle is lightly loaded, with the result that the occupants suffer a series of uncomfortable high-frequency jolts. When the vehicle is fully loaded the spring movement is slower and a more comfortable ride results. The difficulty arises because the frequency of oscillation of a normal suspension system is governed by the load and the deflection which the load produces. Big variations in loading therefore make it difficult to keep the frequency within acceptable limits. The problem has long occupied the minds of public service vehicle and commercial vehicle designers, but is now arising in the car field as designers continue their efforts to reduce weight of the structure.

Already there are considerable variations in the loading on the rear springs of a modern family car. With three passengers in the rear seat, a full tank and a full load of luggage, the springs may be carrying a load nearly twice as great as that which they bear with driver only and a partly empty fuel tank. The problem is to control the frequency of oscillation so that the occupants are protected from violent upward accelerations when the car is lightly loaded and yet avoid wallowing and rolling under a full load.

If a load is put on a spring it deflects; that is, a leaf spring bends, a torsion bar twists, and a coil spring is compressed or stretched according to whether it is loaded in compression or tension. On normal springs the amount of deflection is proportional to the load. If the weight is doubled the

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by Gordon Wilkins

VARIABLE - RATE

deflection is doubled. The number of pounds necessary to produce a deflection of one inch on the spring is known as the "rate" of the spring, and the amount of deflection produced by the weight of the car is known as the "unladen static deflection."

Now, if a spring bearing a load encounters a disturbing force, such as a bump in the road, it will begin oscillating and the frequency of oscillation will vary in inverse proportion to the load on the spring and the amount of static deflection produced by that load. An increase in load or static deflection will reduce the frequency of oscillation. The frequency can be obtained from the formula

$$F = 188 \sqrt{\frac{R}{W}}$$

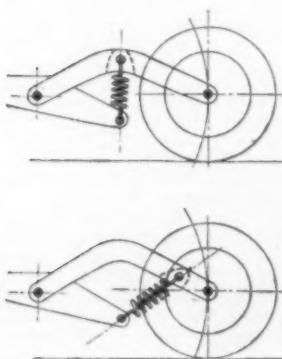
where F is the frequency of oscillation; R is the rate of the spring in lb per in., and W is the load in lb.

For family cars the designer aims at a suspension frequency of 70 to 80 cycles per minute and on the older sports cars, where the designer tried to limit the static deflections in the interests of stability, the frequency may be about 100-110 per minute. A lower frequency of 60 per minute or less, is liable to produce car sickness, and a high frequency produces rapid and violent jolts which give the well-known feeling of sliding down stairs. Some authorities hold that the frequency of oscillation which a man finds acceptable is governed by the frequency of the steps which he takes when walking.

With a suspension system which has a constant rate the formula can be simplified to

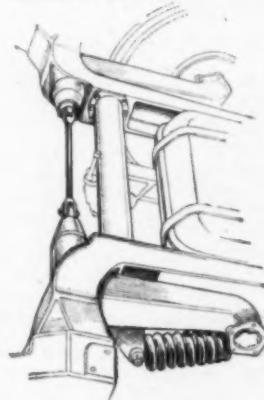
$$F = \frac{188}{\sqrt{D}}$$

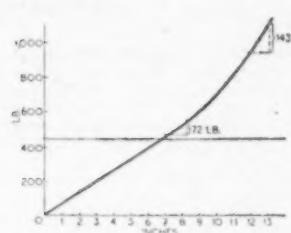
where D = static deflection in inches.



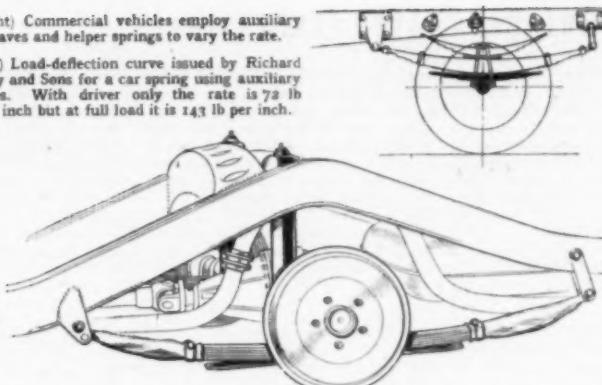
(Left) The diagram in the heading translated into two possible rear suspension layouts using coil springs in tension. The first will have a constant rate; the second will show a progressive stiffening as the load increases.

(Right) Progressive rate suspension with trailing arms and coil springs in tension as used at the rear of the 2-litre Hotchkiss-Grégoire. The two arms are coupled to a transverse anti-roll bar. This suspension conforms with the layout shown in the lower diagram on the left.





(Right) Commercial vehicles employ auxiliary leaves and helper springs to vary the rate.
(Left) Load-deflection curve issued by Richard Berry and Sons for a car spring using auxiliary leaves. With driver only the rate is 72 lb per inch but at full load it is 143 lb per inch.



Rear suspension of the current Rover showing the Berry half elliptic spring with auxiliary leaf which makes contact with the main spring at part load. It reduces the deflection under heavy loading and keeps the frequency of oscillation almost constant, an important point in riding comfort.

SUSPENSION

For example, take a light car carrying the driver only and a small amount of fuel; the load on each rear wheel may be 500 lb, and good riding comfort can be obtained from a suspension system giving a static deflection of 7 in under this load.

$$F = \frac{188}{\sqrt{7}} = 70$$

That is to say, the springs move naturally at 70 oscillations per minute, which is a good figure for comfort. Now look at the same car with three passengers at the back, a full tank and a heavy load of luggage. The weight carried by each rear spring may be 900 lb. If the springs have the constant rate they will now have deflected approximately 12½ in.

$$F = \frac{188}{\sqrt{12.5}} = 53$$

The tyres will probably be rubbing against the wings and the car will be wallowing along in a way that will quickly produce an outbreak of car sickness in the rear seats, to say nothing of the effect on road holding.

Small cars present a specially difficult problem for several reasons. Passengers and luggage form a higher proportion of the total weight than they do in a big car, and thus the proportional load variations on the springs are greater. Secondly, the range of spring movement acceptable on a big car can have an adverse effect on the handling of a small car with short wheelbase and narrow track. It is also difficult to arrange adequate wing and ground clearance and difficult to keep head lamp beams pointing where they are needed when large spring deflections are provided on a short wheelbase. On the 2 c.v. Citroen this last problem has forced the designer to provide adjustable head lamps which can be tilted at varying angles according to the load carried.

As normally employed, all the springs used for cars have a constant rate, but details of installation do produce variations in the rate as fitted on the vehicle. The design of the shackles can affect the reaction of a leaf spring, a coil spring can be affected because the wishbone swings through an arc and therefore does not compress the two sides of the spring evenly; and on a torsion bar suspension the swing-

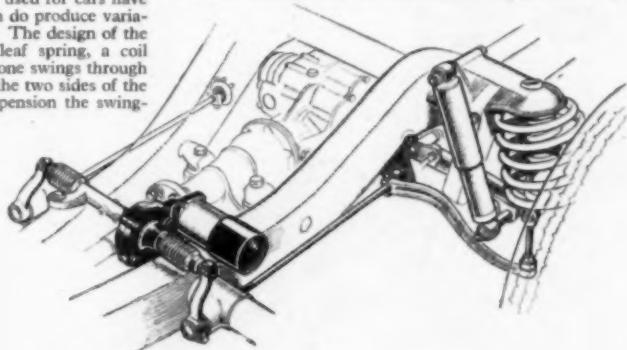
ing of the arm which connects it to the wheels may produce small changes in the effective leverage. These variations do not, however, solve the main problem.

Obviously, the designer can do nothing about the load variations and he wants to control the spring frequency within reasonable limits, so he eventually has to tackle the problem by altering the rate, devising a suspension system which allows sufficient unladen static deflection for comfort but presents a steadily increasing resistance as the load is increased. As a result the expressions "variable rate" or "progressive rate" suspension are appearing in more and more descriptions of new cars.

Commercial Vehicle Practice

On commercial vehicles the problem has been tackled in a variety of ways and two popular solutions are illustrated in one of the diagrams. First, there are supplementary leaves which come into action as the load on the main half-elliptic spring increases. If this is not sufficient to cope with the full range of load variations an additional helper spring is fitted on top of the main one and bears against special brackets on the frame when the vehicle is fully loaded.

This second solution is not suitable for passenger cars, as in some load conditions there is a good deal of noise caused by the ends of the helper spring striking the brackets on the frame and this would lead to a disconcerting clatter under the rear seats of a heavily laden car. The first method can, however, be used, and among the manufacturers employing it at the present time are Rover, Armstrong Siddeley and



Wide variations of load are catered for on the Type 300 Mercedes by auxiliary torsion bars which can be brought into action electrically to supplement the coil spring rear suspension. The electric motor feeds out stops which make contact with rollers on the arms splined to the torsion bars.

VARIABLE-RATE SUSPENSION

Simca. The Rover spring, manufactured by Richard Bert and Son, is illustrated and it will be seen that it has an auxiliary leaf below the main spring. In the unloaded condition there is a gap of $2\frac{1}{4}$ in between the ends of this leaf and the lower leaf of the main spring, but when the vehicle is fairly heavily laden there is full contact between the two. The load-deflection curve for a typical spring designed in this way shows that when carrying 500 lb the rate is 72 lb per in, but when the load is increased to 1,000 lb the rate has gone up to 143 lb per inch of deflection. This endows the spring with a practically constant periodicity in all conditions, for according to the first formula above, the frequency of oscillation at 500 lb load is

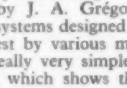
$$188 \sqrt{\frac{72}{500}} = 70$$

and with 1,000 lb load it is

$$188 \sqrt{\frac{143}{1,000}} = 70 \text{ (approx.)}$$

A more elaborate method has been used by Mercedes-Benz on the Type 300, a fast and roomy car with excellent riding and road holding properties. The designers wanted a fairly large static deflection, but the total deflection had to be kept within bounds to limit the changes in wheel angle on the swing axle rear suspension and to prevent excessive variations in the standing height of the car, which would lead to difficulties with ground clearance under the transmission housing. They therefore evolved a supplementary torsion bar system which can be brought into action to assist the main coil springs when required.

Normally the torsion bars are not used, but if the car is carrying a heavy load of passengers and luggage a switch can be depressed on the facia, and an electric motor, operating through a worm gear, feeds out projecting stops which come into contact with small rollers on the ends of the levers attached to the torsion bars. When the torsion bars are not in action the suspension deflects one inch for each 102 lb of load on the wheel, but when the torsion bar is brought into use it takes 140 lb of load to produce one inch of deflection.

In France a great deal of publicity has been given to the pioneer development work done by J. A. Grégoire and several progressive rate suspension systems designed by him are now in production or under test by various manufacturers. The principle  uses is really very simple. It is illustrated in one of the diagrams, which shows that if a horizontal swinging arm is connected to a vertical coil spring the amount of movement on the arm is directly proportional to the increases in load. By moving the anchorage point of the spring nearer to the pivot of the arm the characteristics of the system are altered. Initial loading then causes considerable movement, but as the load is increased the spring exerts a more direct pull to resist it and the range of move-

ment for each increase in load is progressively reduced.

When it comes to adapting this principle to a car suspension system the mathematics involved are very laborious and Grégoire, in collaboration with Charles Rivolier, embarked on a long series of graphical solutions which formed the subject of a prize-winning Paper read before the Academy of Sciences in 1947.

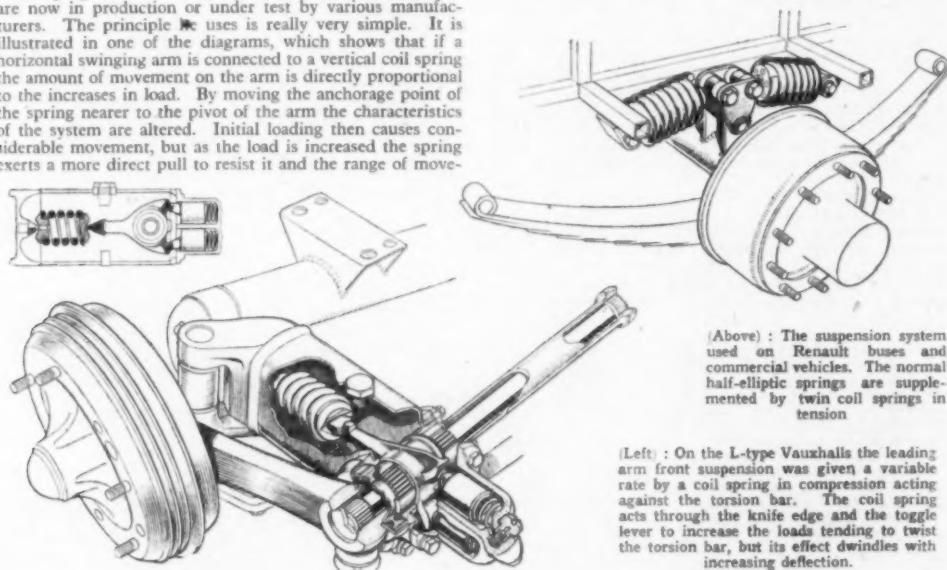
Meanwhile, Grégoire's ideas had been incorporated in the prototype miniature car which he built for Aluminium Francaise, the car from which the present Hartnett, now being built in Australia, was developed. The principles were further developed in the 2-litre six-seater car which is now in production as the Hotchkiss-Grégoire. On this car both the front and rear suspension utilize coil springs in tension to give a progressive rate.

Grégoire realized that modern industrial conditions are not favourable to frequent changes in mechanical design, and he next set to work to evolve a method by which existing suspension systems could be given a progressive rate without extensive redesign and a large expenditure on new production equipment. It is a fairly simple matter to combine two springs of different rates of flexibility, and, if an existing suspension system of constant rate is combined with an auxiliary system giving a progressive rate, the whole system will work progressively. It was found in practice that this method could give better results than endeavouring to build the main suspension system with a progressive rate.

Space limits the maximum flexibility which can be employed, and it is an advantage to let the main spring take the total weight of the vehicle when empty and then to use the corrector to provide a progressive stiffening as the load is increased.

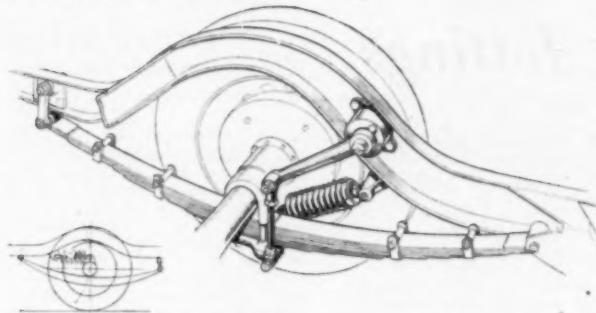
Grégoire confers a progressive rate on half-elliptic rear suspension such as is still employed on the great majority of the world's cars by adding to it auxiliary coil springs in tension. A single coil spring has been adapted to the rear suspension of the existing Hotchkiss range, while double coil springs in tension are used on some of the Renault commercial vehicles. A similar adaptation is in prospect for the station wagon in the Renault Colorale series. The illustrations show the coil springs; in normal loading they are practically horizontal and exert a negligible effect on the suspension, but when the main leaf spring is heavily

continued



(Above) : The suspension system used on Renault buses and commercial vehicles. The normal half-elliptic springs are supplemented by twin coil springs in tension

(Left) : On the L-type Vauxhalls the leading arm front suspension was given a variable rate by a coil spring in compression acting against the torsion bar. The coil spring acts through the knife edge and the toggle lever to increase the loads tending to twist the torsion bar, but its effect dwindles with increasing deflection.



Coil springs in tension as applied by J. A. Grégoire to give a progressive rate to existing suspension systems. The coil spring on the Hotchkiss Anjou chassis on the left approaches horizontal when the weight of the body is added, and thereafter it presents an additional resistance to deflection. On the right is an auxiliary fitting with two horizontal coils offered as an accessory for the 4c.v. Renault.

deflected the coil springs are placed in tension and offer a steadily increasing resistance.

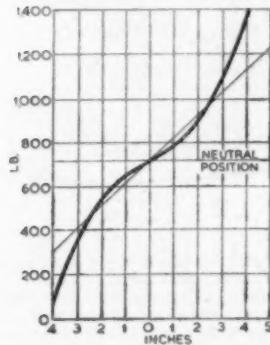
Striking results have been obtained on the Renault buses. A suspension designed to give constant rate, equivalent to the mean rate of the progressive system, would have had a frequency of 113 with the coach empty, 89 normally loaded, and 67 when laden down to the bump stops. With the corrector springs supplementing half-elliptics, the current system gives 100 oscillations per minute empty, 89 normally loaded and 82 against the stops. On this vehicle, progressive rate suspension is used for both front and rear axles. A similar system is now available as a proprietary modification for the rear of the popular Citroën four- and six-cylinder models. In this version two brackets are fixed under the structure at the rear and to them are attached coil springs which offer a progressively increasing resistance to supplement the action of the normal torsion bar suspension as the axle is deflected.

Grégoire stresses the self-damping properties of these progressive rate arrangements and claims that the load on the shock absorbers is reduced so much that he has been able to operate his prototype 2-litre car using the same dampers as are fitted to the smallest French baby cars.

Another interesting solution of the problem is to be found in the rear suspension of the Fiat 1400 evolved by Engineer Dante Giacosa. This has passed through various stages of development which are covered by patents in Italy, Great Britain and the U.S.A., but in the production form it consists of a normal rigid axle with coil springs, located by twin radius arms which are formed from three spring leaves to give a slight flexibility in absorbing sudden variations in driving or braking torque.

Behind the axle is a curiously formed bent rod which is

(Below) : Rear suspension on the Fiat 1400. A variable rate is given by the transverse compensating bar, which is temporarily deformed as the axle rises and falls.



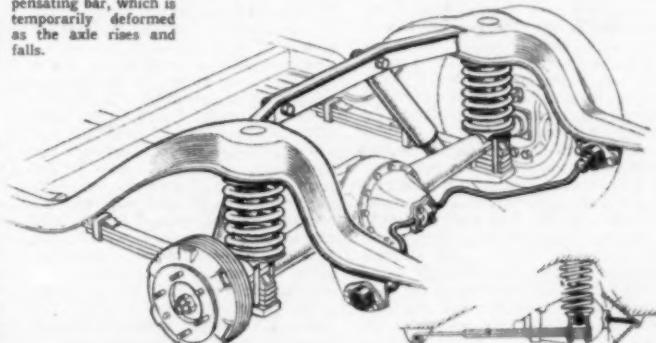
(Above) : Load-deflection curve for the Fiat 1400 suspension compared with the straight line response of the coil spring alone. Movements are plotted above and below the position where the bar is in line with the axle.

attached to the rear of the axle casing and is anchored to the frame on each side by ball joints. As the axle rises and falls it swings through a large arc about the pivots of the radius arms, but the bent compensating bar swings through a very much sharper arc of small radius. The axle tries to pull the kinks out of the compensating bar as it rises or falls and the bar exercises a rapidly increasing resistance, conferring a progressive rate on the whole suspension system.

It will be noted from the load-deflection curve for the Fiat that in the first part of the travel from the horizontal position the suspension is actually more flexible with the bar than without it. This is because the bar is pre-loaded by packing the ball joints at its ends inwards towards the centre line of the chassis. During the initial travel the compensating bar therefore assists the movement of the axle, and it is only when the load increases that the bar combines with the coil springs to resist deflection.

The method of pre-loading, with one suspension medium working against another was, of course, used to obtain a progressive rate on the front suspension of the L-type Vauxhalls which were built from 1948 to 1951. As this was a front suspension the primary aim was not to cope with big load variations, but to provide an acceptable degree of riding comfort with a relatively small range of deflection. The front wheel and brake, together with the whole suspension system, swivelled about the kingpin and it was not desirable to have a very large arc of wheel movement.

The main suspension medium was a torsion bar enclosed in a torsion tube and to the inner end of the bar was connected a toggle lever with a knife edge restraining a powerful coil spring in compression. When a load on the suspension twisted the torsion bar the toggle lever and the coil spring moved out of line, enabling the coil to exert an additional load tending to twist the torsion bar. The result was to soften the suspension for normal riding, but as the effect of the coil spring rapidly diminished with increased movement, the suspension stiffened progressively.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Lockable

THE short-sightedness of the manufacturers of the more open cars is pronounced. One of the chief reasons why I, and several of my acquaintances, could not think of buying one (even if we were allowed to) is because of the lack of lockable space, even to the extent of a cubby-hole in the facia. This is absurd. The least that should be provided is a lockable container somewhere on the car; the best would be, it seems to me, the



Decked-in luggage space.

dropping of the effort to make a civilized four-seater open car (a difficult proposition) and the frank admission of the fact that three seats are all that can reasonably be supplied. This could be done with a wide body and the bench front seat. Behind that seat I would provide a decked-in luggage space, with a lock and key, and I am sure that many would-be open car owners would be attracted. Could be.

♦ ♦ ♦

Crossings

"I LIKE the new crossing patterns," said the service manager, "but the positioning of some of the crossings themselves is a bit curious." He cited two, both involved in the new traffic scheme that has followed the Festival in the neighbourhood of Waterloo Bridge, in London. One is at a T-junction, at which the driver coming up to the bar of the T must look only to the right for traffic, which is one-way and fast. But immediately round the corner is a crossing, for which the driver must look left in order to avoid the greatest danger of the pedestrian stepping off the near kerb. It is not proving easy, as a moment's observation at the corner shows. Inter-leaving into the fast one-way traffic from the right demands continuous attention in which the hapless pedestrian may get overlooked.

The other is farther on to the west, and is on the sharpish curve of a huge roundabout. But the run-up to the curve is straight and wide, with the result that, again, the traffic movement

is fast. As such, it is intimidating to the pedestrian, and more dither than at most crossings takes place here.

♦ ♦ ♦

Difficulty

HERE is a simple answer to this positioning. Both crossings serve an important street along which the pedestrian traffic is heavy, and the crossings are sited to suit the pedestrian, it having been found by the Road Research Laboratory that the pedestrian will not go far out of his way to use a crossing (and I don't blame him, I must admit). However, the position at these crossings is not ideal, and they invite further study by the experts.

Where heavy pedestrian traffic is involved one answer is to make the crossings light-controlled, but in these particular instances a great slowing down of an excellent traffic scheme would ensue. The other method is to give the pedestrians a subway or a bridge, and we all know the objections to that one.



Heavy pedestrian traffic.

Percentages

A QUESTION was shot at me the other day by a member of one of the oil companies, which must be of some importance to them in view of the ultimate return of branded spirits. "How big a percentage of motorists will be prepared to buy a premium spirit at, say, 2d or 3d extra, when they are available?" After a moment's thought I said 90 per cent, rising as the virtues of good stuff became known. Before the war, the figure was, apparently, about 75 per cent. However, before the war one's engine did not so obviously suffer as a result of low octane ratings, and nowadays any sensitive owner must surely be prepared to pay a few pence extra in order to eliminate that abominable Pool pink and the even more abominable Pool run-on. In addition, he should improve his m.p.g. figure by using a premium spirit.

When do we get branded spirits

again? I know no more than you, and my ignorance is shared by everyone. The decision has not yet been taken, and ample notice of the date is inevitable, in order to give the petrol companies time to organize. Guessing is futile, however satisfying it might be to be able to say, "I told you so," after the happy day. The best pointer that I can recommend is the growth of "cat-cracker" capacity in this country.

♦ ♦ ♦

Exposure Test

ON the perimeter of the South Bank site of the Festival of Britain, although the pigeons and sparrow occupy the courts where once Morrison gloried, there is still a screen of large, coloured balls. Passing by, I notice that the black ones are still shining but most of the coloured ones are very dull and decayed; the vermillion ones are not too bad. This confirms an impression that for durability in car finishes the only rival to black is the bright Italian racing-red. But dark green seems to be good, too.

♦ ♦ ♦

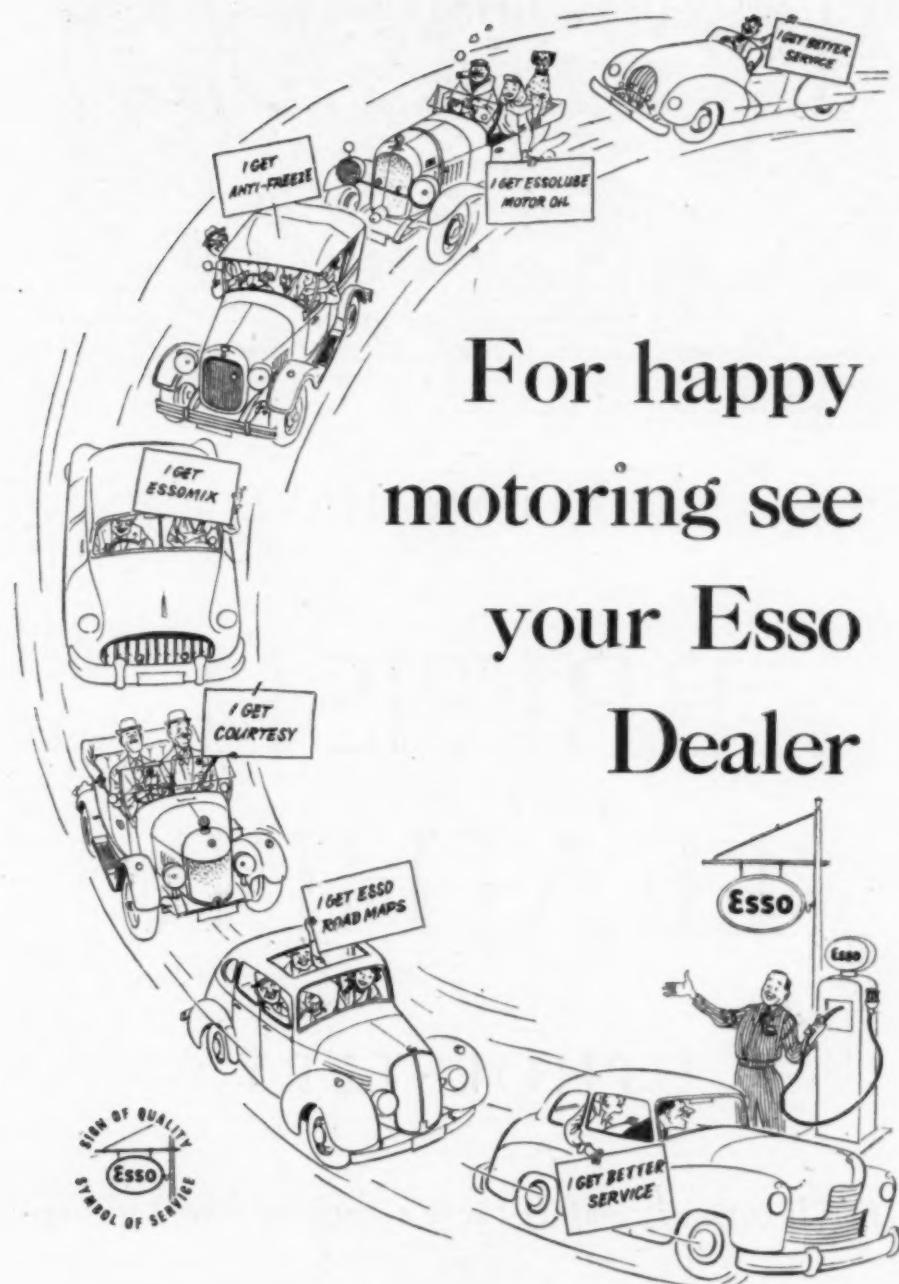
Wet

"THERE is something particularly cosy about a car in the rain." Women, I find, often make this remark, and certainly I can agree with it, unless I am troubled by a type of persistent misting that is quite malevolent. In the unheated car, misting-up is a pest, and the particularly persistent type of misting is infuriating. With this, the hand that wipes is followed by a tide of mist that settles immediately after the passage of the

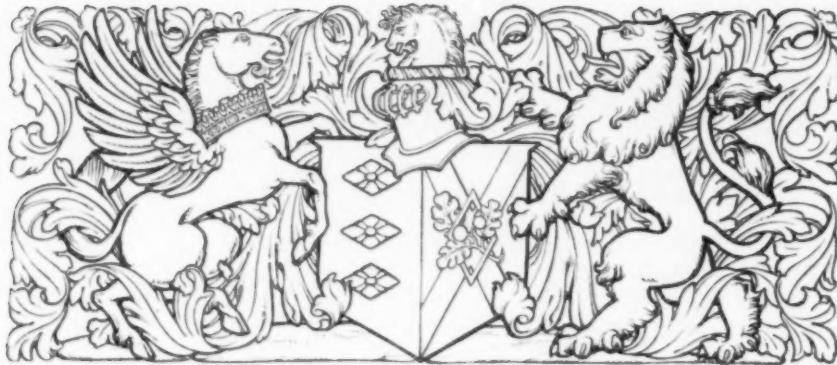


Cosy.

rag until the whole business becomes wearisome. One can use patent preparations, admittedly, but the special treatment adds to the irritating chores necessary on a car. Some chores are irritating, others a pleasure. For instance, I am never bored by the necessity of checking and topping-up tyres, which I do with the hand pump. The rewards are such that this job is always worth while.



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GOOD CARS HAVE
BRITISH
LEATHER
UPHOLSTERY

For luxurious comfort there's nothing like Leather

Nuffield and Austin Amalgamation

UNIFIED CONTROL PROPOSED FOR MORE EFFICIENT AND ECONOMIC PRODUCTION AND TO FURTHER THE EXPORT DRIVE

by the Midland Editor

AMALGAMATION of Morris Motors, Ltd. and the Austin Motor Co., Ltd., is proposed by the two boards.

This announcement was made at a hurriedly convened Press conference at the Austin works at Longbridge, Birmingham, shortly before 5 p.m. on Friday last; that is, after the Stock Exchange had closed. The announcement was made jointly by Mr. J. F. Bramley, managing director of the Austin Motor Export Corporation, Ltd., Mr. Alan Hess, Austin P.R.O., and Mr. R. A. Bishop, Nuffield Organization publicity and sales promotion manager, who issued the following notice:

For some time past the boards of Morris Motors, Ltd. and the Austin Motor Co., Ltd., have had under consideration the desirability of amalgamating the two companies. It has been agreed that the two boards of the companies have arrived at the conclusion that unified control would not only lead to more efficient and economic production but would also further the export drive by enabling the two companies to manufacture and assemble abroad. They have formed the opinion, therefore, that amalgamation would be in the best interests of both companies and of the shareholders of both companies. Accordingly they propose a merger of interests on the following basis:

A holding company will be formed with an authorized capital of £5,000,000, divided into 20,000,000 ordinary shares of 5s each.

The first directors of this company will be the Vice-chairman, Nuffield, G.B.E., F.R.S., M.A., Mr. L. P. Lord, managing chairman; Mr. J. F. Bramley, managing director; Mr. R. F. Banks (vice-chairman, Morris Motors, Ltd.); and Mr. G. W. Haskett, managing director, and managing director, Austin Motor Co., Ltd.

Subject to Treasury consent the holding company will make an offer to the Ordinary stock and shareholders of the two manufacturing companies to exchange their existing Ordinary stock and shares for an equivalent number of 5s Ordinary shares in the holding company.

If this exchange is fully implemented the issued share capital of the holding company will be as follows:

Issued to Morris Ordinary stockholders: Stock units at present in issue 10,600,000; equivalent number of shares 5,300,000.

Issued to Austin Ordinary stockholders: Shares at present in issue 7,071,500; shares to be issued (as foreseen above in annual report), 883,937, equivalent number of shares in holding company 7,955,437.

In order to safeguard the rights attaching to the existing Preference and Preferred Ordinary stock and shares of the manufacturing companies, the holding company will assume those rights both as regards capital and income.

Stock and shareholders of the two manufacturing companies will receive a detailed communication and an offer to exchange their stock or shares as above, and all the necessary formalities have been completed.

These proposals are conditional on not less than 90 per cent of the Ordinary stock and shareholders of each manufacturing company accepting the offer of exchange and subject to the Stock Exchange, London, granting permission to deal and a confirmation by the holding company's shareholders.

The directors of the two manufacturing companies consider that the basis of exchange is fair and equitable as between the respective stock and shareholders.

(The 883,937 shares "to be issued" in the Austin figures are in accordance with an announcement made by the Austin company on November 23. These are 5s Ordinary shares at 25s each to be allotted to holders of existing Ordinary shares in the proportion of one new share to every eight held.)

Permission Sought

It should be clearly understood that at the present stage the amalgamation is only a proposal made jointly by the two boards, and is conditional on its accep-

tance by not less than 90 per cent of the shareholders of both companies; also on the Stock Exchange granting permission to deal, and a quotation to the holding company's shares. It is understood that the name of the proposed holding company has not yet been decided.

It may be recalled that as far back as October, 1948, a working arrangement was made between the two companies with a view to pooling information on production methods, costs, markets, and design and research (*The Autocar*, October 15, 1948). The object of this arrangement was to explore the possibilities of a measure of standardization and of achieving more economical production. After some months the arrangement was said to be terminated, but it appears that the possible benefits resulting from a merger between the two concerns were not lost sight of and that negotiations to that effect were continued with the present result.

The proposal, if ratified, will affect all the subsidiary companies of both the Austin and Nuffield organizations. Under the Austin axis are included the Austin Motor Co., Ltd., Austin Motor Export Corporation, Ltd., Austin Motor Co., Ltd. (England), which operates in the U.S.A., Austin Motor Co. (Canada), Ltd., Austin Motor Co. (Australia), Ltd., Austin Motor Co. (South Africa), Ltd., and Vanden Plas (England) 1923, Ltd. The position regarding Austin Crompton Parkinson Electric Vehicles, Ltd. is not clear because this is an associated company, and not a subsidiary.

The Nuffield Organization includes the Morris, Wolseley, M.G. and Riley motor companies, Morris Commercial Cars, Nuffield Exports, Ltd., Nuffield (Australia) Proprietary, Ltd., Nuffield Press, Ltd., S.U. Carburetor Co., Ltd., and Nuffield Mechanization, Ltd.

Overseas Plants

As regards overseas assembly plants, the Austin Motor Company has its own establishments in Australia, New Zealand, India, South Africa, Eire and Mexico. Morris Motors also have an establishment in Australia, but assembly elsewhere is carried out by distributors. In this connection it should be noted that the official statement emphasizes that the amalgamation should be "particularly beneficial to manufacturing and assembly abroad."

Thus the proposed holding company will control a vast industrial empire with assets which have been computed to be nearly £66,000,000, and a labour force of approximately 42,000. The total output per annum of vehicles can be estimated as in the neighbourhood of 300,000 units. Obviously the new holding company will be by far the biggest automobile manufacturers in this country, producing about one-half of the total output. It is, indeed, estimated that it will rank as the fourth largest motor manufacturer in the world, surpassed only by the American "Big Three," General Motors, Ford, and Chrysler.

As the amalgamation is as yet only a proposal it is readily understandable that no other information than that given in the official announcement is available. Statements to the effect that the merger between the two great concerns will have any particular result are, therefore, pure conjecture, but that economies can be made in certain of their fields of activity is obvious and is, indeed, stated or implied in the announcement.

The first fruits of the merger are most likely to be seen in the foreign field, particularly in making the utmost use of overseas assembly plants by a pooling of resources. Obviously also the merging of overseas sales and service organizations could redound to the advantage of both partners, by eliminating wasteful and uneconomic overlapping and at the same time maintaining friendly, stimulating competition. There is no doubt whatever that improved overseas service would greatly stimulate interest in and sales of Nuffield-Austin products, as has the great reputation for highly efficient and widespread service which has been built up for many years by the American industry, and which the reviving German industry is also fostering throughout Europe.

Models Unlikely to Change

So far as the home motorist is concerned there is unlikely to be any rapid change in either the Austin or Nuffield products. Eventually some rationalization of models would be understandable as a long-term policy, but the first steps in this direction are much more likely to be discernible as a move towards a greater degree of standardization. This might first be expected in components, and later in some aspects of design, but it seems most unlikely that it would be carried to the extreme length which would entail any loss of individuality in either the design or the appearance of the various marques.

In the technique of production methods it is probable that each partner can impart knowledge to the other, because improvements in such matters are constantly being made day by day. The pooling of technical knowledge is, therefore, in itself likely to have more than a fleeting value.

For the historical record it is interesting to recall that the Austin Motor Co., Ltd., was founded in 1905 by Herbert Austin, later Lord Austin, and that it was in 1913 that Lord Nuffield, then Mr. W. R. Morris, founded W.R.M. Motors, which has since grown into the Nuffield Organization. It will be remembered also, and the point is of particular interest in view of the proposed amalgamation, that Mr. L. P. Lord was general manager of Wolseley Motors, Ltd., and was appointed managing director of Morris Motors, Ltd., by Lord Nuffield in 1933. relinquishing that appointment in 1937, he rejoined the Austin company in 1938, becoming deputy chairman and joint managing director on Lord Austin's death in 1941, and chairman in 1945.

NEWS and VIEWS

Eire Ends Ration

PETROL rationing in Eire will end on January 1, after continuous restriction since September, 1939.

Sales of Re-imports

MANUFACTURERS of the cars concerned in recent re-imports are at liberty to decide whether such cars would be sold in this country. This was stated in the House of Commons in answer to a question.

Abadan and Pool

THE fact that Abadan refinery was out of action meant that the ending of Pool petrol could not be considered at present, said the new Minister of Fuel and Power, Mr. Geoffrey Lloyd, in the House of Commons recently.

A.C. Changes

A NEW type of crankshaft damper has replaced the flywheel type used for many years in the A.C. six-cylinder engine. The braking system is now Girling hydraulic all round, instead of hydro-mechanical.

Jaguar Heads U.S. Poll

FOR the second year running a prominent journal of American industry and commerce has run a poll to discover preferences of foreign cars. As in 1950, Jaguar has taken first place as "the most desired imported car." Jaguar votes were twice the number of those for the second choice.

Royal Cars for Sale

THE twenty Chryslers (ten convertibles and ten limousines) which were used by T.R.H. Princess Elizabeth and the Duke of Edinburgh on their Canadian tour, are being made available to dealers for sale by the Canadian Chrysler corporation. The interesting conversion with the transparent top is among the cars, each of which will have a silver plaque to identify it with the Royal tour.

Denver Show

FROM March 3 to 8, Denver, Colorado, will hold its fortieth motor show, the first since 1941. This western American town is the home of Denver Imported Motors, one of the biggest suppliers of British and Continental cars to the U.S.A. Jaguar, Nuffield, Rootes, Rover, Aston Martin, Singer and Jowett cars are handled, as well as Redex and British accessories.

Coachbuilders' Dinner

THE fourth annual dinner of the Institute of British Carriage and Automobile Manufacturers, southern centre was held on November 19, when some 200 members and guests were present. The guest of honour being Mr. Edwin Fox, president of the Institute. The speakers were Mr. H. R. Barber, chairman of the midland centre, who proposed the toast of the southern centre, to which the chairman, Mr. T. D. Carpenter replied. Mr.

R. Wilson proposed "the guests," to which Mr. Edwin Fox replied, the speakers being limited to five minutes to make way for dancing.

New Export Record

BRITISH car exports in October amounted in value to the record total of £11,400,000. In volume the shipments comprised 32,307 units, the largest number since May. The extra value was largely owing to the greater proportion of complete cars as opposed to chassis, and to the greater number of the more expensive types of car.

August Registrations

NEW car registrations in August were low at 9,780, the figure for the eight months ending August being 95,012; August is, of course, a holiday month. Of the August total, 736 were cars that were not new, although registered in their present form for the first time.

Pegaso Torque

AN error in the torque given for the Pegaso 102, described in last week's issue, resulted in an absurd figure. The correct torque is 135.45 lb ft at 3,900 r.p.m.

Car for the Blind

THE 2,000,000th Nuffield vehicle, the Morris Minor four-door saloon which was shown at Earls Court in October, has been presented by Lord Nuffield to the National Institute for the Blind. It was received at Nuffield House,



The new badge of the Circle of 19th Century Motorists, introduced at the luncheon on November 13.

in London, by Mr. Godfrey Robinson, M.C., the vice-chairman of the Institute, who is himself blind.

F.B.I. Register

AUTHORIZED as the only directory of the Federation of British Industries, *F.B.I. Register of British Manufacturers* has now been published in its 1951-52 form by Kelly's Directories, Ltd., and Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. Price, including postage, is £2 2s.



Earlier this month a motor show sponsored by the American motoring journal, *Motor Trend*, was held in Los Angeles. The Rootes Group put on a big display, closely challenged by Jaguar and Nuffield cars. Left to right in this picture are Mr. Brian Rootes, Rootes Group director for the Western Hemisphere; Mr. H. Fenkel, west coast manager for Rootes Motors, Inc.; Mr. Raymond Kay, a correspondent of *The Autocar* for the west coast of America; Mr. John Dugdale, assistant to Mr. Rootes; and Mr. Peter Satori, Rootes' Los Angeles distributor.

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DEEP MUD STOPS WHOLE ENTRY

FEDDEN TROPHY TRIAL

THE Bristol Motor Cycle and Light Car Club is greatly impressed by the ability of the modern trials special to climb hills, even if it is not very suitable for anything else, and the committee decided to provide a course for this year's Fedden Trophy Trial which would tax the powers of the most ingeniously constructed special. One member did try to enter a 2½-litre Riley saloon but it was tactfully explained that trials are not like that any more and on Saturday morning last the club happily led a string of 43 cars comprised entirely of trials specials to a deep valley in Ashwick Park Woods, North Wraxall, where tree felling operations had extensively churned up the ground, adding to the normal difficulties presented by deep leaf mould and incessant rain.

Spin, not Speed

Proceedings began with a driving test consisting of a figure eight, one loop of which had to be taken in a forward direction and the second in reverse. As the surface was soft mud, skill in controlling wheelspin was more important than maximum speed. Competitors then advanced into the woods and tackled the first three of the nine observed hills. Two out of the three proved unclimbable and there were long delays while those who got stuck awaited the attentions of the solitary caterpillar tractor, the normal wheeled tractors being unable to cope with the mud. After making their abortive assaults on the third section competitors descended down a slippery slope to a stream where several got stuck, and on to the floor of the valley, but none of them could even reach the next hills without assistance. Unfortunately, there was no known way out of the valley except by climbing one of the steep slopes which comprised the observed hills and after waiting nearly two hours in heavy



R. W. Phillips, winner of the Fedden Trophy, is assisted out of the quagmire after vainly trying to reach the fifth hill on his Jowett engined special

rain for the assistance of the only available caterpillar tractor, competitors conferred with the clerk of the course and it was decided to stop the trial, to leave time to winch the cars out of the valley one by one before nightfall.

The course could have provided some of the best sport of the season, but weeks of rain had rendered it impossible. The thinking of the club committee had probably been influenced by last year's trial, when among other starting experiences they witnessed the short and meteoric career of Onslow-Bartlett's rear engined J.A.P. special which ascended several observed sections* steered only by an occasional ricochet off the scenery, because the front wheels were airborne. This year Onslow-Bartlett turned up with another startling apparition, a special just com-

pleted for Roy Clarkson in which a "bored and stroked" Mercury engine of nearly 5 litres is stowed in a car of only five feet nine inches wheelbase, having the overall dimensions of a Dellow. Front suspension is by divided axle and coil springs and the occupants have, of course, air cooled heads and centrally heated feet.

The first hill consisted of two steep and muddy slopes connected by a deep hole which engulfed all the cars which had managed to rush the first slope, and the great majority of the entrants had to be content with six marks out of ten for this exercise. The next hazard was a long hill thickly covered with mud, which was, in parts, knee deep. It had peculiar glutinous qualities as this witness can testify, having fallen flat on his face because his feet came out of his boots when he tried to walk away. Len Parker (Parker) and R. W. Phillips (Austin Special) stormed it successfully before the porridge had been completely stirred. Then there was a lengthy series of failures until Bodenham broke the axle of his Dellow and had to be winched up with locked rear wheels, leaving two deep ruts which were successfully exploited by Imhof in his special, which now has a blown M.G. engine, and Sinclair Sweeney with the blown Vauxhall Twelve special. These four were the only people to climb the hill.

The third hill began with a slippery downhill corner well endowed with soft mud and an adverse camber which successfully lured most of the entry into contact with a large tree stump. Those who avoided this hazard soon came to rest on the subsequent slope. Sleeman (Sleeman Ford Ten supercharged) made the best attempt, climbing seven of the sections on the hill and then Wilde (Ford Special), T. C. Harrison (Harford), R. W. Phillips (Austin Special) and A. W. Lilley (Clegg) covered six sections; but nobody looked like climbing it all the way. At this point the trial had to be stopped but the Bristol club had the satisfaction of demonstrating that even the most guilefully designed trials special ceases to motor effectively when the gear box, back axle and steering gear have disappeared below the surface of the landscape.

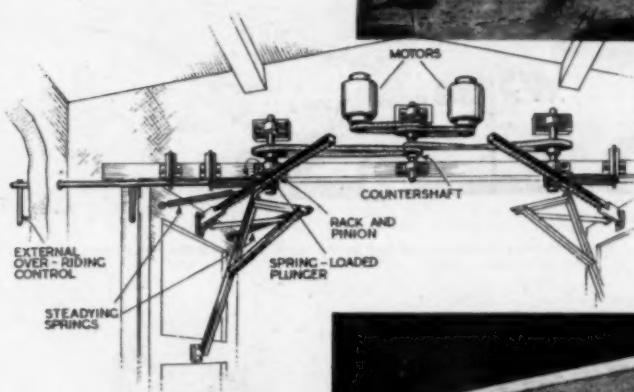
As Phillips and Sleeman had gained



D. Sleeman lights up a cigarette while waiting for the tractor after coming to rest within sight of the finish of the second hill. He made second best performance

Open Sesame

THE illustrations on this page show the method adopted by a Glasgow reader, Mr. John Shields, in order to provide automatic garage door opening and closing. Operation is by electric motor and rack and pinion, the current being switched on and off by the passage of the car over two switches in the drive. The mechanism can be over-ridden by a plunger extension through the wall of the garage, so that power cuts are provided for. Final locking up is manual, the mechanism being disconnected from one door, and first opening up in the morning is similar, but a reverse process. The cost of the apparatus was £20.



Two motors drive a countershaft, the belts from which drive pinions in mesh with geared racks. A single motor involves complicated switchgear. Against the sky can be seen the cut-out switches for motors and lights that operate when the door is finally shut.

To keep the racks in constant mesh with the rotating pinions, spring-loaded plungers are used. The extension of one of these plungers through the garage wall allows for power cuts or breakdown. A light spring from the hinged frame to the door helps to steady the rack when the doors are in motion.



Open and lit — the inviting scene that confronts the motorist who arrives home late and tired and does not feel up to wrestling with locks, bars and bolts!



Pyrenean panorama from the Puerto de Tosas. Villages slumber in the sun, backed by the snow-covered peaks. Note the "limit of cultivation" line.

CLANDESTINE JOURNEY

HOW AN S.M.1500 TOURED LEGALLY IN SPAIN
WITH AN UNWITTINGLY ILLEGAL CARGO : PART I



THIS is, I insist, an adventure story, for adventure, like beauty, is in the mind of the beholder. True, the dictionary insists in its turn that there shall be some danger to life and limb in adventure, and . . . well, that was present, too, as will transpire. For the rest, you need not be naive; I have ridden a bicycle through the Nigerian bush, bathed with the Bishop of Rangoon in a Burmese lake, and been beaten at chess by a Soviet official on his own ground, but amongst these treasured memories the crossing of the Puerto de la Bonaigua will take its place.

Throw three people together on an October evening, two of whom have never met. Give them a strange car

maximum (and 75 m.p.h.) as to make 420 miles to catch the boat on the last day a piece of cake. But that is getting ahead. We (Sports Editor John Cooper, self and wife) had been turned off the *St. Germain* in the frosty dark of Dunkirk, had missed the turn in Cassel, and were twenty minutes to the bad on the road on the way to Rouen when the dawn broke in a thin orange line under a sky of pallid blue. There were misty patches, and one remained long enough over Rouen to give the slender cathedral spire a sugar-plum fairy look, so we breakfasted within sight of it and then shot south for Le Mans, leaving the mist over the Seine and the sun to stream down on the autumn leaves that lined the route. It was glorious.

Le Mans . . . "There's time to do a lap," said J. A. C., and we did. Although I had never seen the race (note for diary), there was familiarity in the circuit. Arnage, Mulsanne, White House Corner, and the famous Esses; and the Café de l'Hippodrome, too, at which we had to have lunch. Then south again . . .

Somewhere north of Poitiers we discovered that the S.M.'s petrol gauge was accurate, which is a shattering discovery for the modern motorist. The pump began to tick. We coasted down a long straight, then used a drop or two to

by Michael Brown

(although the model was familiar), and send them off to catch the night ferry. The experiment might be successful; it might end abruptly. It worked like a charm.

The car was the Singer S.M.1500, a friendly machine which permitted all three occupants to sit abreast for six driving days of 2,103 miles; it permitted other things also, notably speeds round corners, and a cruising speed so near

surmount the brow. It had to be now or never. Fortunately it was now, for halfway up the next slope was a pump. Knock, knock. "Qui est là?" An S.M., Madame, very short of essence. Forty litres, if you please.

The Ecurie Richmond boys might not have been so lucky had the millionth chance not come off. We were rounding a snake bend which went under a railway arch when their lorry, containing the racing Coopers, came through the arch. J. A. C. blew heartily, and Ecurie Richmond blew back. More, they leaned out of their cab and yelled. We stopped and dismounted.

"Well, of all things . . ."

They were nearly out of petrol for the lorry; in the Cooper racing team lorry was the man with the money, but they had lost touch with the team lorry. The police had tried to help, so had British consuls, but it was no use. So they had decided to stop the first British car they met, and that car was ours, with the well-known J.A.C. at the wheel. That cost us (temporarily) 7,000 francs, but it was worth it, and it was the least we could do after the good effort of the five-hundreds in Madrid. They were discouraging over Spain—38 hours at the frontier (Irun), arguing that the lorry must go to Madrid; to dismount the 500s and drive them from France to the Spanish capital would do them no good at all.

Sleep

The less familiar names began to advance and recede on the admirable signposts of France. Here was Châtelaillon, and as night and the rain fell Limoges seemed just about the right distance away. We had covered a little under 500 miles, and were ready for a night stop. The S.M. had been unpressed but driven as hard as that reservation allowed, with the needle between 65 and 70 m.p.h. and with the change down into third permitted once it had gone back from 50. J. A. C. was driving again, for I had handed over when sleep looked like getting the better of me. Be warned. There is a preliminary period during which one can shake off the warnings without fear, but after that a kind of slap-happy takes command and it is possible to doze at the instant you are telling yourself that, whatever happens, you must not sleep. I woke to find the S.M. following a



Vedette whose owner knew the road, which twisted and turned up and down the steep hills. The Singer was hurtling into the corners after it, and this time the slap-happy feeling came from the knowledge that the car could be thrown into unknown bends almost regardless, for the stability is outstanding. As one wit has put it: "This car has a remarkably stable instability." In other words, if you enter a bend too fast and are forced to brake hard and wrestle, the car does the absolutely orthodox things. There is not a vestige of vice in its make-up.

Limoges gave us the opportunity to try out our hastily swotted Spanish, for a Cuban was in difficulties at the hotel. We translated the information that he could park in the plaza and were delighted to be understood. But alas, some of us were too tired to enjoy our dinner, in spite of hunger, weary stomachs refusing to welcome food; a long night rectified that.

Brive, Cahors, Montauban, and by 5.30 p.m. the next day we were threading through Toulouse. By darkness Pamiers was reached and a keener air told us that we were



"Traffic" on the Col de Puymorens — mules being driven over the pass. They demanded careful overtaking.



Sunlight and snow near the Col de Puymorens summit, at the point where the Andorra road leaves the highway from France into Spain.



Angular strata, often wine-coloured, are characteristic of the Pyrenees. With the green of rock plants, the blue of the Spanish sky, and a white veiling of mist, the scene seems impossibly lovely. The Singer needed no water, little oil, and never a sight of a spanner. On main roads it often covered 50 miles in the hour.



not far from the mountains. Soon we were travelling up a valley in the Pyrenean foothills, savouring the thought that we were in—at last—the Pyrenees, those fitfully named mountains that separate France and Spain. The night stop was at Foix, a comfortable one, although one drawback of the sharp night air led to the following execrable ode:

It was *froid*
In Foix
And the *eau*
Was certainly not *chaud*.

We saw snow by daylight, up on the hills and lit by the bright sun. Indeed, the scene was of rare beauty, and we were glad to have it burst upon us as we left the town rather than to have got used to it gradually in daylight the day before. And now we began to climb, through Tarascon and towards Ax-les-Thermes. High ahead of us the peaks were clothed with pines, and each branch held its load of snow, giving the delight of the child's frosted Christmas card; alongside the road, however, the trees were sun-warmed and deciduous. Their yellowing leaves, caught against the deep green of the pines above, were as sharp as a knife-edge. In the ravine at the roadside the Ariège tumbled and splashed, making picture music with the tinkle of sheep bells.

The gradient increased and the road began to writhe in hairpin bends; the pines ousted the deciduous trees and crowded in on the road as the altitude figure mounted; this is the Col de Puymorens, which goes up to over 6,000ft. Now the snow was thick and also began to encroach on the road; the gears clicked and the S.M. engine revved steadily on in third gear.

Up and up. The trees gave up the struggle, and we

CLANDESTINE JOURNEY : continued

Waterfall alongside the road near Ribas. For miles the river is hydro-electrically harnessed.



were left with a great picture of blue, black and white. The blue was the sky, the black the tarmac road, a flaunting ribbon through the white snow. It trailed off down the valley from which we had come; it went on up and over the summit where we were going. A moment, though. There was a huddle of snowploughs and a road junction, and we were at the road to Andorra. "Andorra is a mountain republic," say the geography books. Well, so it is; Andorra is also a peaky Shangri-la along a magnetic road, past which the S.M. was driven with regret. Another time.

The Col de Puymorens is an "easy" pass, given good weather, but had the snowplough not been at work the S.M. would not have slid so freely round the bends, for the depth off the road was considerable. Wattle fences, strategically placed, showed how a little control was exercised over nature, but one could imagine howling nights in midwinter when the wattles gave up the struggle. And then suddenly we were dropping into sunshine again, the snow receded, and Ur lay slumbering in considerable heat in the valley. Just near Ur is Villeneuve-des-Escaldes; "Escaldes"? Chaldees? Ur-of-the-Chaldees? Is this the derivation?

Anyway, there was Ur, and we stopped to bask, for November was almost upon us and one does not normally bask in November. Dora wandered off down a track and came back, like Eve, with a little apple. "Try it." They were as sweet as syrup and we gathered a handful and ate. Just past the apple tree and down the farm track a line of posts closed the way to vehicles, and J.A.C. translated a rusty notice. It was the frontier—beyond the posts was Spain. But it was an impossible frontier with an apple tree growing on it and a woman coming up the track in

order to shop in Ur-of-the-Chaldees; we must go on to a more official border between France and Spain.

In a couple of kilometres we were stopped by *douaniers*. Well, hardly. . . . They sat by the roadside, and when we stopped amiably asked us to run into Bourg Madame and have our documents stamped, then come back and cross here. We did so, to discover that the frontier bridge had been blown up in the Spanish civil war and was open for pedestrians only. So back we went, and suddenly, with a little pang that farewell to France always gives, we were in Spain.

A solitary green-uniformed frontier guard examined the carnets and directed us to the customs post, a splendid building with a chequered marble floor and dark beams. We would have drawn up at the barrier, but were waved to the verge, and wondered if that meant the 38 hours of the Ecurie Richmond. Not quite; in about an hour we were away, having waited for the branch of the Banco Espana to open in order to get currency forms. We could have taken our petrol allowance there (tourist petrol is cheaper), but decided to wait until we reached Barcelona. This was a mistake, as I realized after an hour and a half at the Banco Espana in the big city. But the barrier went up, and now we really were in Spain.

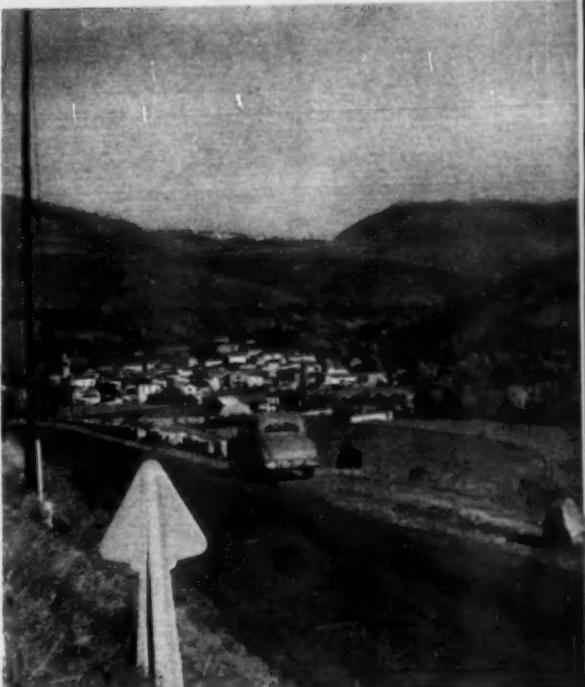
On the Sun's Side

Trees continued to line the road, French fashion, but the surface became bad, without tar and with potholes. We skirted Puigcerdá, and commenced to climb again, this time over the Puerto de Tossa, whose melodious name is challenged by the unpronounceable Urtg, lying on the route. Here was new beauty, softer than on the French side; warmer, more exotic. There could be no doubt that one was in a different country and on the hot side of the Pyrenees. Everything was in Technicolor: the pines were a shining bottle green; there were silver rock plants; the earth varied from russet to deep wine colour. I climbed high for a photograph and stood by a rock thistle, growing in a little mound about three inches from the ground, that was adorned with a great, daisy-like yellow flower, the size of a small plate—a miniature sun reflecting the unclouded sun above. The road was white, brilliantly so, and the S.M. was followed by a cloud of white dust as it wound its way over the pass, dust against which the Spanish pedestrian patiently turns his back.

The Singer kept up a fair speed over the surface, its wheels leaping in and out of the depressions with little effect on the occupants. On the hairpins the rutts were so deep that skilful choice could result in their use as a banking for the corner, and so we continued quite fast through a landscape of dreams—of fold upon fold of mountain, the geometrical craziness of angular rock strata, the dainty veiling of mountain cloud, and once, over a rough edge that seemed no more than a bank, of a lake hundreds of feet below. Very occasionally we passed a Spanish peasant, more often Spanish soldiers, but never a car. At last we began to leave the splendour and to drive through country that was "merely" scenic. We lunched at Ribas (the *vino tinto de la casa* was 8 pesetas a bottle, about 1s 8d) and then carried on, paying due tribute to the hydroelectric engineering that was evident at the side of the road, the Rio Ter having been harnessed for miles and miles. The waterfalls were largely man-made, but very beautiful.

This part of Catalonia is considerably built up, but not with ribbon development. There are villas and vineyards, farmsteads and foliage that varies from agaves and banana plantains to the columnar cypresses of Greece. Almost imperceptibly the buildings increase, and at last, in steadily mounting excitement, our S.M. trickled into the dirty but exotic suburbs of Barcelona, and finally into the flower-massed Ramblas and the Plaza de Cataluña. We had arrived, for the week-end thrills and feverishness of the Spanish Grand Prix, the round of lunches that began at 3.30 p.m. and dinners that were heralded by two eggs as a 10.30 p.m. first course. But, above all, for the pleasure of being somewhere new, somewhere strange, somewhere sunny and warm, friendly and courteous.

To be concluded



Ur (of the Chaldees ?). "J.A.C." contemplates the distant "official" frontier, while the unofficial one is a few yards down the path on his right.

Fold after fold of pine-clothed Pyrenees, through which the dusty Puerto de Tossa winds from Puigcerdá to Ribas.





TRACK RACING in AMERICA

by JOHN GAHAGEN

DIRT TRACK EVENTS HAVE BECOME A "NATURAL"

Tony Bettenhausen at about 90 m.p.h. on the first curve at the Detroit track. The four-wheel slide is usually begun well before the corner.

SINCE so little news of motor racing in the U.S.A. seems to reach the overseas reader-enthusiast, it must appear to many that the drop of the chequered flag over the victor at Indianapolis spells symbolic finality to the American racing effort.

Nothing could be farther from the truth!

Professional automobile racing in the United States today flourishes as it has never flourished before. The Indianapolis epic furnishes a most spectacular backdrop to a vigorous (and to some, a most profitable) season of closely fought competition.

However, historical circumstance has forced American racing into paths which differ greatly from those which stimulate the European fraternity. Closing of the public roads, apathy of local automobile clubs, uncertain financial stature of the road race . . . all these have contributed to the development of closed circuit racing which presently attracts the Stateside devotee of high-speed motoring. Automobile club indifference, in particular, spawned the promotional groups of the early 'twenties which have to this day advocated track events where admission prices may be safely collected with a minimum of ticketless "spectating."

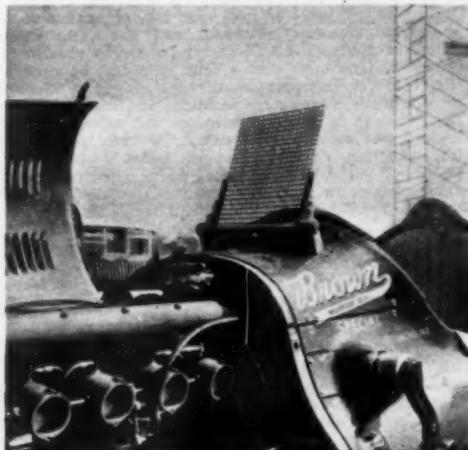
This competitive evolution now finds American racing divided roughly into three categories, something in the manner of the football league in England. The "first division" comprises a schedule attracting the Indianapolis-type car and performs on the Indianapolis Speedway, the Darlington, North Carolina, 1½-mile paved speedway and a series of one-mile dirt tracks which are designed primarily for the trotting horse, certainly not the acceleration of the 4.4-litre Meyer-Drake.

The second division, limited to cars of 3.7 litres unblown and 1.75 blown, cavorts on a well-defined circuit of ½-mile dirt-tracks which dot the countryside of the U.S.A., as well as the specially designed asphalt half-milers with turns banked to 30 degrees or more on which frightening lap speeds of over 90 m.p.h. are attained.

Thence we may proceed to the resurgent "midget" classification which confines its activities to ½-mile or ¾-mile tracks, both asphalt and dirt. These smaller car events have given the United States its present fine crop of drivers,

among them Johnny Parsons, Bill Schindler, Tony Bettenhausen, Troy Ruttman (the Yankee Stirling Moss) and others.

All three divisions operate under technical and promotional rules formulated by the Contest Board of the American Automobile Association. This body sanctions, never sponsors, any of these events. A championship point standing prevails, similar to the world champion idea, and a prize fund stands ready for end-of-the-season awards. The U.S.A. national championship can be won only in the first division mentioned before, points being awarded to those who meet



The Travers-Hillborn fuel injection system. Fuel is sprayed into the intake ports, the air being controlled by normal butterfly throttles.

success at Indianapolis; Darlington; Milwaukee, Wisconsin; DuQuoin, Illinois; Syracuse, New York; Detroit, Michigan; Langhorne, Pennsylvania; Springfield, Illinois; Denver, Colorado; Phoenix, Arizona; and at San Jose and San Mateo, California. The schedule is demanding, to say the least, with little time allowed for between-races overhauling.

The prize money at Indianapolis is of prime consideration, naturally. Yet many owners have, in the past, been so successful "in the championship trail" that dual-purpose cars, i.e., for pavement and dirt, are thought to be the answer to American racing problems. These machines would last perhaps three laps of a European Grand Prix, yet are tremendously efficient while at work on the dirt. Two such dual-purpose cars, the Belanger and Agajanian specials, carried off the honours at Indianapolis this year and are presently struggling for supremacy on the speedways. They are a skilful combination of light weight (the Belanger weighs under 1,500lb), handling characteristics, superb tuning and, of course, hard driving.

Fickle Surfaces

The American racing *bolide* must ever be ready to meet the challenge of many types of track conditions, the sand-clay surface of the horse-racing circuit being most fickle of all. Rain can create particular havoc with the sub-structure of any soil track, which, in its best state, is usually reduced to deep ruts and holes by the constantly spinning wheels. Hence the American addiction to postponement should the skies open upon the wretched figure of the promoter. Cars must be rough and tough and the driver prepared to withstand the most brutal punishment. This thinking guides and fashions the habits of the American driver and designer.

Road-holding ability is, therefore, not a prerequisite for success, nor are powerful brakes a "must." Sustained-speed techniques of Yankee driving also rule out any but the simplest two- or three-speed gear boxes, with ratios chosen according to the driver's appraisal of a certain track. The ratios can be had by installing the favoured gear in the quick-change differentials which have appeared on the scene in the last few years. The one-mile circuit also demands an engine with excellent torque characteristics in the middle to high-speed range; for example, the 4.4-litre, four-cylinder Meyer-Drake which powers every successful car in the States. Above all, designers want light weight and wheelbases as short as the rules allow (96in is minimum).

In addition, the American racing machine must cope with vast quantities of flying dirt and small stones. This situ-



Hawley disc brakes are widely used. The disc is uncovered; a friction pad (right side of the disc in this photograph) is hydraulically applied.



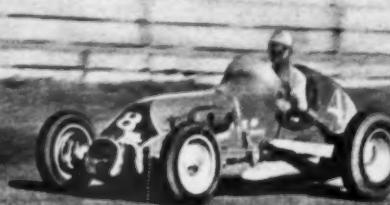
In the paddock at Detroit. The track is wet with a dressing of 20 tons of calcium chloride, a binding and wetting agent used to keep down dust. The car in the foreground, Walt Faulkner's Agajanian-built Grant Piston Ring Special, has typical tyre equipment—plain circumferentially grooved covers at the front and Firestones with seven rows of deep, widely separated studs at the rear.



A magnesium alloy wheel, with threaded studs, to take balancing weights, protruding from the rim. The tyre is a 7.50-18in Firestone Grooved Ascot.

TRACK RACING IN AMERICA: continued

Mike Nazaruk, who was second at Indianapolis in 1951, uses his hand brake as he tears into the turn off the back straight of the Detroit track.



tion has made the supercharger and the ram-type carburetor thoroughly impracticable.

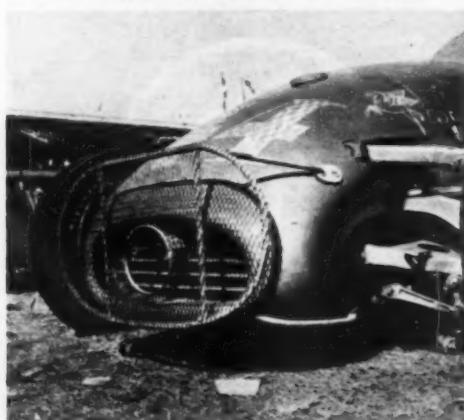
American drivers, like the cars they drive, are eminently suitable to the task at hand. Many of them, excepting the late and great Rex Mays, would be totally bewildered on an open-road circuit for the first time. Given time, one might guess that they would become most adept. As a rule, they drive furiously but well, give little quarter and are exceptionally well matched. With the proper car the matriculated midget driver continues to startle the older hands at Indianapolis.

An example of the closeness of the contest can best be illustrated by lap times at three separate dirt-track affairs. Starting positions for the 100-miles races are determined by timed one-lap trials. At Syracuse, first position was won by a lap at 37.07 sec, eighteenth last was clocked at 40.64, a difference of 3.57 sec. At Detroit, first position was earned with one mile in 39.09 sec, last in 41.91; difference here, 2.82 sec. At DuQuoin, fastest lap was 36.41, slowest was 38.32; a spread of 1.91 sec between eighteen cars.

Driving technique requires that power-on slides be intro-



Arriving for a race—this car has a set of tyres used the day before at Syracuse. The left cover, outside on a circuit, is worn smooth and the right (inside) tyre is little affected.



Massive screens protect the radiators of the cars from stones. This car has a typical i.f.s. of equal length double wishbones with torsion bars.

duced 50ft or more before the turn is actually entered. The Bettenhausen picture amply illustrates this. Once entered, the turn is taken in one sweeping four-wheel "drift" with the rear wheels striving for maximum traction; thence down the short straight until the next turn is sighted. Here the brake is employed, but not with the foot, thank you. The American driver uses a hand brake mounted on the outside so that throttling and braking action may be co-ordinated for deepest penetration of the arc within the limits of safety. This method has produced astounding speeds for the one-mile lap, the record at the moment being held by Bettenhausen at 106 m.p.h. Race averages usually drop off sharply, however, owing to traffic within the confined course and also because the average surface begins to crumble midway through the race. The winner at Detroit, for example, turned a qualifying lap at over 90 m.p.h. yet averaged only 83.6 over the 100-mile distance.

To be sure, the American brand of motor racing is something apart from the European. This can in no way deny it a place as a most exciting and satisfying kind of racing, one which commands and deserves a tremendous following in every part of the United States.

THE AUTOCAR, NOVEMBER 30, 1951



For Town or Country

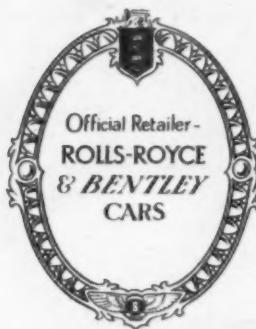
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MECHANICS' NIGHT OUT

(See page 1544)



Goldie Gardner chats with Chris Shorrock, Miss Driver and Charlie Cooper (of Cooper cars).



Alan "Ferodo" Collinson, Leslie Johnson and J. D. Milner in serious discussion.



R. Saunders and Percy Pugh dealing with the refuelling problem.



A famous trio : Freddie Dixon, "Bill" Lyons and John Cobb.



"Mort" Morris-Goodall looks quite cheerful, in spite of the crutches necessitated by a crash while playing squash.

M.C.C. DINNER

(See page 1545)



Mr. and Mrs. Bonner.



S. T. Huggett, general secretary of the A.C.U., replies to the toast of the guests.



Major R. I. Marians, O.B.E., captain of the M.C.C., greets Mr. and Mrs. Barry Appleby.

The senior division : This table was reserved for those who had been M.C.C. members for the longest period. The group includes Alan Hill, Harold Karslake and A. E. Bowyer-Lowe.



No Fixed Abode

HOLIDAY IMPRESSIONS OF
A HAMPSHIRE-BUILT
"QUADROPOSTO" CARAVAN



by Dennis May

FEW things beguile the human breast as much as the recapture of a lost illusion, and the start of a holiday is as good a time as any to rid oneself of a sour fallacy. The particular one we had harboured, dating from an earlier caravanning experience, took the form of a morbid conviction that by harnessing our 3½-litre Jaguar to a typical medium-weight caravan—anything, that is, with about 18ft of longitude and weighing around 28 cwt, not counting personal gear—we would necessarily condemn ourselves to camel-on-a-log-jam standards of road-going stability. And, just in case some lingering trace of optimism should lead us to suppose that the Lanclipper was going to prove an exception, its makers, the Country Life Caravan Co., Ltd., of Romsey, Hampshire, were honest enough to warn in advance that the Lanclipper hadn't really been designed as a voyaging van at all. It carried, they said, some 2½ cwt of nose weight, the implication being that while this poopward bias naturally wouldn't detract from its merits as a residence, we could prepare to abhor it as a vehicle.

Happy Union

Anticipation and realization couldn't have been in greater contrast. Before we were clear of Romsey, which, by the way, surely boasts (or undergoes) more one-way streets and compulsory back-prowls than any other community of its size in Britain, it was already clear that the Lanclipper-Jaguar marriage had flitch-winning potentialities. The driver, not the trailer, did the driving, contrary to our admittedly limited past experience. So far from the tail wagging the dog, the dog didn't even wag its tail. Dips and crests, whose negotiation had hitherto produced the feeling that catastrophic sundering of the two parts of the six-wheel train was imminent, could be and were taken at serene, if not exactly spanking, thirties-an-hour. Gauntlets between immovable objects on one flank and pantechnicons on the other could be and were run at undiminished speed, with none of the old prayerful pinning in of elbows.

There had to be a reason for all this, of course, and one didn't need M.S.A.E. after one's name to figure it. It was

precisely the lack of 2½ cwt of prow bias—in fact, of any bias whatever that way—that had promoted the sense of real or imaginary insecurity with the Lanclipper's predecessor, which, by the way, almost certainly comes nearer to typifying contemporary ideas on weight distribution than does this Romsey product. In other words, the effect of hitching that predecessor to the Jaguar was to relieve the car of a considerable part of the weight its back axle normally bore; it didn't like being so relieved, and said so. The Lanclipper, on the other hand, put extra *g* on to the axle, and if the rear springs didn't like it they anyway lumped it; the vehicle as a whole, however, by the manner of its going, registered unmistakable approval.

Down at Heel?

It is, nevertheless, only fair to add that later models of the Jaguar range, and, in fact, almost all cars built during the past two or three years, would probably find themselves, by virtue of the drowsy suspensions currently in fashion, less amenable to the heavy heel burden involved.

There were in our case two reasons for deciding in advance on a very limited hauling itinerary and for staying put throughout the allotted fortnight at a predetermined site reached less than a day out from Romsey. The first was that a vacationing freelance journalist can't afford to outrun his mail, and must therefore lay on *posta restante* arrangements and stick to them. The second: that your haulier, as already hinted, had worked himself into a state of unmanly trepidation about the hazards of towcraft. The latter, as should by now be clear, proved entirely illusory.

If we had known then what we know about the Lanclipper, and if years ago we had heeded paternal advice to go straight instead of becoming a freelance, the Grampians themselves wouldn't have seemed too distant an objective. At least, they wouldn't if it hadn't been for just one more thing, *viz.*, our personal dislike of what, when you harness 28 cwt plus behind our staunch but ageing Jaguar, becomes not so much a power-weight as a weight-power ratio. The way the book tells it, these Jaguar engines give off 120 horse-

power; and ours, making due allowance for the march of time and the sloppy stuff that passes for petrol these days, might just about jolly the dynamometer round to four score and ten. But if this article should catch the eye of owners of similarly powered vehicles, and if these owners should be contemplating first-time caravan holidays with trailers weighing about what the Lanclipper weighs; and if, further, they have visions of themselves tearing through the countryside at swashbuckling fifties and sixties, well, they had better think again.

Thirty m.p.h., the law says, is the limit with your home on your back, and the laws of inertia second that. With that sort of load on tow acceleration isn't merely undermined—the word practically loses all meaning. Something—a corner or a gradient or an even slower vehicle than your own—always seems to loom up just in time to snatch away the delicious delinquency of beating 30 per. Don't try it.

Home Comforts

As regards its interior plan, the Lanclipper exemplifies what is, I believe, a minority school of thought in having its kitchen at the front end and only one street door. No doubt the forward galley and all that goes with it, including the gas stove, its attendant gas cylinder, the 40-gallon water tank (not that one would ordinarily travel with it full) and the contents of the larder, account largely for the unorthodox weight distribution whose praises have already been so fulsomely sung.

The Lanclipper's geography does, on the other hand, rule out a second door, which in several competitive designs occupies the place alongside the head of the port-side single bed, assuming the head to be at the rear of the van. An aft-end door, say the Country Life people, weakens the structure as a whole, and that is a hard one to gainsay. But against that, it may be argued, the absence of such a door largely nullifies the benefits, privacy-wise, of the 'midships' dividing wall formed by opening the doors of the wardrobes. Once that division is impaled, the sleeper(s) occupying the aft compartment can't vacate the caravan without invading the sanctity of the front lounge.

How a trailer handles on the road in a man's business; what it is like to live and *do* for people in his wife's affair. As to that, Ann May had this to say:—

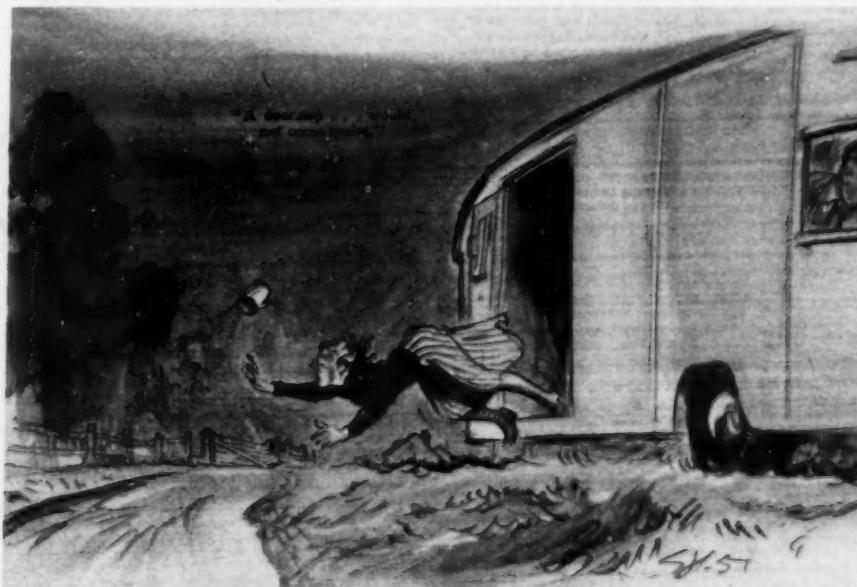
Leaving aside the question of personal preference between, on the one hand, an aft-kitchen-and-two-doors-layout, and on the other, Country Life's forward kitchen and single door, you have to hand it to the Lanclipper for comprehensive equipment and numerous cunning points of



"Acceleration isn't merely undermined—the word practically loses all meaning."

detail design. The pedal-operated trapdoor in the kitchen floor, for shooting rubbish into a box previously placed on the ground underneath, is good. So is the 40-gallon water tank under the draining-board, with conveniently placed tap and exterior filler neck; you don't get that in every van in this one's size-price bracket. The single beds are the acme of comfort—superlative where the double one is merely good.

The cooker gas taps are of a type giving fine shades of regulation, and this is important, because a caravan tends to be more draught-fraught than a fixed abode. The kitchen gas bracket is too near the door, so that mantles get broken when oafish males slam that door. The window catches and stayards are of a kind calling for rather too many fingers and thumbs. The larder is plumb where you want it and admirably capacious. The bath, like the water tank, is something you don't always get for the sort of money the Lanclipper costs—£558. The paint job and the finish of some of the smaller fixtures and fittings could be improved. Lastly, a doorstep, designed, of course, to stow away when touring, would not come amiss. Ann feels strongly about this. She stepped on the one that wasn't there, in the dark, and sprained her ankle.



USED CARS ON THE ROAD

No. 19: 1938 Packard Drophead Coupé

Price, new: £465	Acceleration data: (Engine not run-in)	Fuel consumption range: 17-23 m.p.g.	Speedometer reading: 160.
Secondhand: £1,250		Oil consumption negligible.	Car first registered March, 1938.

SOMETHING special is required by way of introduction to this 1938 Packard drophead coupé, as it represents the series of complete rebuilds that are carried out by Leonard Williams and Co. (1940), Ltd., Great West Road, Brentford, Middlesex, who are the British concessionaires for this American make. The system has been launched, of course, because of the shortage of new cars, and the rebuilding programme aims with remarkable success at turning out a "new" standard 1938 or 1939 production model.

The rebuilding work is done to certain limits in much the same way as a factory's standardized component reconditioning system operates. Cylinders are bored to a maximum of 0.040in oversize; failing this, the engine is sleeved. Every component is reconditioned, including oil, fuel and water pumps, dynamo, starter, carburettor and so on. The radiator core is restored to its original flow, and the rebuilding is continued throughout the suspension, transmission, steering and braking. After complete rewiring of the electrical system the body is partially



stripped to facilitate the reconditioning of window winders and locks, and the insertion of new window channels and felts, wing piping and so on. The car tested had also been completely re-upholstered in fawn Vynide and, of course, a new hood had been fitted.

Such is the outline of this rebuilding work, which could be examined in detail on the coupé tested. Outwardly, the most impressive feature was the really excellent job that had been made of the light green metallic cellulouing, which gave no impression whatever of being a "respray." As in many current cars, this Packard had a cellulosed facia and window surrounds, the facia naturally having a fair amount of chromium-plated decoration. So well had the recellulosing and replating been done that, here again, it was impossible to differentiate between this and a new model.

The car was taken over for test with only 160 miles on the speedometer, so that the usual performance testing was precluded. However, at the end of the test, sufficient speed was momentarily obtained to show that the speedometer was unusually accurate. Oil pressure was well up, 30lb being shown at a tickover with the engine warm. Starting was always immediate, the automatic mixture enriching control being brought into action when required by one kick-down of the throttle pedal before pressing the starter switch. The suspension was soft, being very comfortable, particularly for town driving and motoring over bumpy surfaces, if a little too soft on the open road judged by British standards.

The brakes were extremely good, a very light touch on the pedal producing a powerful effect. The battery and all the tyres were new, and all the instruments worked properly. The tool kit was complete to the 1938 specification. Bearing in mind that the car was a coupé, the complete freedom from rattles was remarkable.

No. 20: 1949 Lea-Francis Fourteen Sports

Price, new: £1,275	Acceleration from rest through gears to 30 m.p.h.: 8.0 sec. To 50 m.p.h.: 14.2 sec.	Fuel consumption range: 20-25 m.p.g.	Speedometer reading: 11,300.
Secondhand: £1,225.	To 60 m.p.h.: 19.1 sec. 20-40 m.p.h. (top gear): 10.5 sec.	Oil consumption negligible.	Car first registered March, 1949.

BECAUSE of the present-day swing towards slab-sided cars and well forward engine positions it is something of a change—and a refreshing one—to renew acquaintance with the 1949 Lea-Francis Fourteen Sports, supplied for test by Brooklands of Bond Street, Ltd., 103, New Bond Street, London, W.1. This car is in the true British sports car tradition, being thoroughly neat and practical without being any larger than necessary.

The car was a fairly bright and very attractive blue externally, the cellulose and chromium plating being unmarked. The good quality dark red leather upholstery and matching carpets were in equally good condition. Although the appearance of this model is similar to that of the 2½-litre sports, it is not fitted with winding windows and has no seating at the rear. Behind the front seats is a carpeted platform, with foot-wells in front of it, so that extra passengers could be carried in emergency. Visible wear on this car was restricted to the hood and tonneau cover, but both of these were entirely serviceable. The windscreens fitted properly and gave good weather protection, except for the entry of some rain in certain conditions, through gaps at the sides of the windscreens which were defects of the design.

Performance was everything one would expect from the robust 1½-litre Lea-Francis engine, indirectly assisted by a perfectly chosen set of gear ratios. Pinking could be largely avoided by use of the gears and the manual ignition control. At sight of open road the car seemed to start spinning along at an easy mile-eating gait of its own making. The high-gear steering was free from excess play and not really heavy at low speeds. In normal driving it was responsive and thoroughly accurate. The suspension was firm, giving a solid feeling of stability, without the real harshness of many earlier sports cars. The brakes were good, not requiring heavy pedal pressure, and the hand brake placed between the seats and acting on the rear wheels deserved special praise. The only sources of possible inconvenience to the driver were a degree of sponginess in gear selection—inelastic in the design—and a rather erratic slow running which the



hand throttle did not control smoothly. The speedometer was about average in its optimism, indicating 32 at a true 30 m.p.h. and 55 at a true 50 m.p.h.

The tyres were fairly worn but not to the extent of any bald areas. The instruments and accessories were useful and impressive, the array including an ammeter, fuel level and oil pressure gauges, radiator and oil thermometers, a rev counter incorporating a clock, a speedometer with total and trip mileage recorders, instrument interior lighting, a protruding map-reading light on the passenger side, and a very effective radio. In addition to the usual interior-mounted driving mirror, a second mirror was usefully placed at the side of the windscreens. There were virtually no rattles. The car always started without difficulty, including an occasion after frost at night.



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GRAND PRIX OF SWITZERLAND



Winter sunshine in Artists' Lane, a winding descent from Alderley Edge, Cheshire.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

CARS FOR THE TIMES

What is the Ideal Specification?

[63804.]—Today we witness: (a) steel shortage—likely to continue, (b) rising costs, including in particular petrol and repairs, (c) congestion on the roads and in parking, (d) national shortage of much of the labour now working in garages, and above all (e) the urgent need to economize to meet serious economic problems and inflation.

Yet we see more and more large box-type cars—costly both to buy and to run. The cry for exports is, of course, the reason.

For the home market and also many export markets (judging from small car developments on the Continent) there is surely a need for the revival of a 10 or 12 h.p. four-seater car of simple utility design using a minimum of steel and with accessibility as a strong point. For example, something like cycle-type wings easily detachable would suffice, also a fixed strong fabric top to save steel.

Such a car would give the following: (1) saving in petrol

per vehicle, (2) take less room on congested roads, parking, and in garages, (3) make less demand on garages for minor repairs and thus release men for other important national work; e.g., cycle-type wings (prong fitting), besides helping accessibility for maintenance, could easily be repaired or replaced by owners (contrast this with the present waste of labour in garages and in steel for repairing box-type cars, especially when doors are also involved in damage to "wings"). With better accessibility many owners would also do more maintenance—saving in costs—instead of leaning so much on garages and using labour better employed on other work.

Manufacturers who would offer a car of this simplified type would find an export market, particularly on the Continent, and in towns everywhere. They would also be making a big step towards bringing motoring again nearer to the reach of many of our fellow-countrymen.

R. O. WILLIAMS.

London, N.W.11.

Swedish Viewpoint on the Minimum

[63805.]—I would like to put forward some suggestions with regard to English manufacturers' custom of scaling down a large car instead of making an entirely new construction.

The designers, apparently, are convinced that the buyer of this kind of car maintains his car with the greatest care and drives it just the right way. In my opinion the small car is rarely acquired by the enthusiast, but by the real newcomer and ham-fisted weekend driver. Coupled with the fact that overseas the baby car often must be used on rough roads and must cover great distances, these tiny four-cylinder 800-918 c.c. engines are apt to get rough treatment.

Are not the two-cylinder, robust flat-twin or the sturdy two-stroke of the same capacity, linked with front-wheel drive, a better solution of the problem? After all, I don't suppose that the above-mentioned type of buyer cares at all about the English small car slogan: "Refinement." GORAN RAMSTROM.

Uppsala, Sweden.

ODD ODOURS

Heating Equipment Under Suspicion

[63806.]—Regarding recent letters on bad smells inside cars, a director of the firm where I work had similar trouble with his 1951 model. After several enthusiasts had crawled all over it, we discovered that the intake for the heater (a flexible rubber hose) had badly frayed.

Thus all engine fumes were being pushed around the interior by the heater. New hose—no smell.

Many thanks for your excellent journal, which enables me and a lot more like myself to motor for 1s per week, and, in closing, a pat on the back for Max Miller's wonderful transparent perspectives. I really appreciate them.

K. J. MORRIS.

Hurst Hill, Staffordshire.

Persistent After 100,000 Miles

[63807.]—Ever since taking delivery, almost two years ago, of my 1950 model (one of the most successful of Britain's post-war cars), I, too, have been plagued by this wretched smell of burning rubber and the trouble is as bad now as when the car was new.

Like Mr. Alan Redman [63746], I have had many ingenuous explanations from the makers and their agents but no cure.

Since the smell is always produced when the engine is pulling hard in top gear, as on a long gradient, might not the cause be connected with the fact that, in those conditions, the ignition is automatically retarded, and the exhaust system and all the under-the-bonnet "furniture" adjacent thereto will become abnormally heated by the late spark?

I don't know if this unfortunate characteristic affects other post-war cars but I am assured by a man who has driven one like mine for nearly four years that, even now, after almost a hundred thousand miles, this odour still persists.

Stockport, Cheshire.

HENRY S. HOBSON.

AUSTIN SEVEN

Market Research Before New Models are Launched

[63808.]—In his letter [63780] a correspondent expresses his view that the new Austin Seven is too good a car and that instead of one priced, as this model is, at approximately £500 it would have been better had we produced a new Austin Seven to sell at about £300.

You and your correspondent may be sure that a firm such

CORRESPONDENCE

continued

as the Austin Motor Company does not embark upon the production of a new model without first making market research into the actual requirements of the majority of the potential buyers of such a new model. It is, of course, open to any individual to express his views but it must be understood that they are the views of the individual, as there is a tendency when letters are published for readers to imagine they necessarily express the views of the masses.

Your correspondent may be interested to know that the purchase tax on the new Austin Seven exceeds the all-in price of the pre-war Austin Seven and that to produce a car today to sell at £300 means that it would have to be produced to sell at a basic £213 6s, as a car so priced would take a purchase tax of £86 14s.

Birmingham.

ALAN HESS, Public Relations Officer,
THE AUSTIN MOTOR CO., LTD.

Up-to-date Design Essential in Small Cars

[63809.]—I have read the comments of Mr. Donald C. Robertson [63780] with much interest. We really must move with the times in respect of small cars. Every person wants up-to-date methods embodied in vehicles if they do not seriously increase the price. I refer particularly to two definite improvements—vertical-coil independent front springing, and overhead-valve operation—both of which give a small car comfort and efficiency respectively.

The body of the new Seven has ample room and comfort for four average adults. The metal bodies are quite beautifully designed.

With regard to the price of this delightful production, I suggest leaving this to Mr. L. P. Lord, who has the most modern factory, new methods and a determination to compete successfully with all comers at home and abroad.

TOM NORTON,
Llandrindod Wells, Radnorshire.

DRIVING POSITION

Why Do G.P. Drivers Sit Back?

[63810.]—With the greatest interest I read The Scribe's jottings "Sit Up or Back" (November 16). I have driven cars since 1907, cars of all kinds from sports cars to heavyweights, and have always preferred sitting up close to the wheel with an almost perpendicular back-rest. Most of my friends, who consider motoring as a sport rather than a way of transport, are of the same opinion.

This being the case, I have always wondered at the Grand Prix style of driving, which is frequently very far from the wheel. To me, the most comfortable attitude is near the wheel with the steering column at such a rake that it hits the eye if prolonged in imagination.

The forearms are then in the same plane as the wheel. In this way, the driver can apply the most force to the wheel, which gives him confidence. Also, his eyes are as near as possible to the windscreen, which I find to be a great advantage.

However, many G.P. drivers sit far away from the wheel with almost outstretched arms. I have seriously tried that position, but dislike it immensely. Why do they do it? There must be a good reason.

Meanwhile, I hope it will not grow into a new fashion, because the modern short-wheelbase four-seater has not got the necessary room for it. The rear passenger would not know where to put his knees! J. L. DUDOK VAN HEEL.

Naarden, Holland.

Right Back—but Only with Armrests

[63811.]—I am interested in The Scribe's comments on this subject (November 16); it is one that I have thought upon many times, particularly as I am over six feet tall.

I find it extremely uncomfortable to drive with the arms at anything over 90 deg "elbow angle," although if the seat is put right back this does, of course, ease the leg situation. I find that to sit with the wheel as nearly as possible "in the lap" seems to give me most control, but if the racing men do otherwise, far be it from me to argue the point.

A fitting, however, that seems to me to help enormously is elbow rests, and since I have been driving a Jowett Javelin with a rest in the centre (the one on the right-hand side is good but a trifle too low for me, and unfortunately not adjustable as in some cars), I have found that I become far less tired in the

right leg; i.e., the leg whose foot is bound to remain more or less in the same position all the time owing to the throttle pedal. In this car, and here is another important point, the left leg can be stretched to its utmost (there is practically no gear box hump) and thus the thigh is supported on the upholstery of the seat. With the other leg, however, the position is not so good unless the seat is set right back. But the use of the two elbow rests does allow the seat to be set farther back than would otherwise be comfortable because the elbows have support and the hands can rest lightly on the wheel without having the arms stretched right out in front as with 130 deg of elbow angle.

What I would like to see would be the addition of a hand throttle.

A. GUY BAKER.
Beaconsfield, Buckinghamshire.

BUTTERFLY WEAR

Successful Repair Effected

[63812.]—Mr. E. J. P. Hunt [63754] would no doubt be glad to hear that the writer did a Zenith carburettor about two years ago in the way described, but the throat was bored out on a lathe and bronze bushes were inserted and a new standard butterfly spindle fitted.

The carburettor was then as good as new.

Your correspondent would be well advised to have his carburettor throat opened out on a lathe, as by drilling he would find that the two holes would not be in line and the butterfly would not close properly.

S. HARRIS.
Stafford.

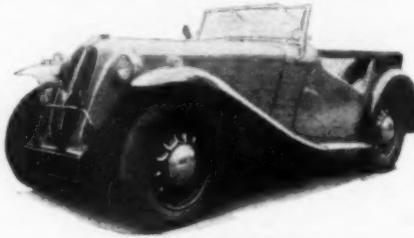
HOME-MADE

A Post-war Special Costing £353

[63813.]—I do not claim any fantastic achievements for my car in any shape or form. The sole motive which prompted me to construct it was to provide myself with a vehicle of the type which I like (open sports) at a reasonable cost, and economical to run. By working in the evenings and at weekends, the car took me just over a year to complete, at a total cost of £353.

All components used are standard manufacturers' parts and, with the exception of the chassis frame, are of post-war origin. Based on a 1935 Singer Le Mans chassis frame, the suspension is by half-elliptic springs all round, with hydraulic shock absorbers and brakes.

The power unit is an 8 h.p. Austin (900 c.c.) side-valve engine with four-speed gear box, fitted with a remote control. The performance has been greatly improved by fitting high-compression alloy head, hard plugs and high-tension coil, and a



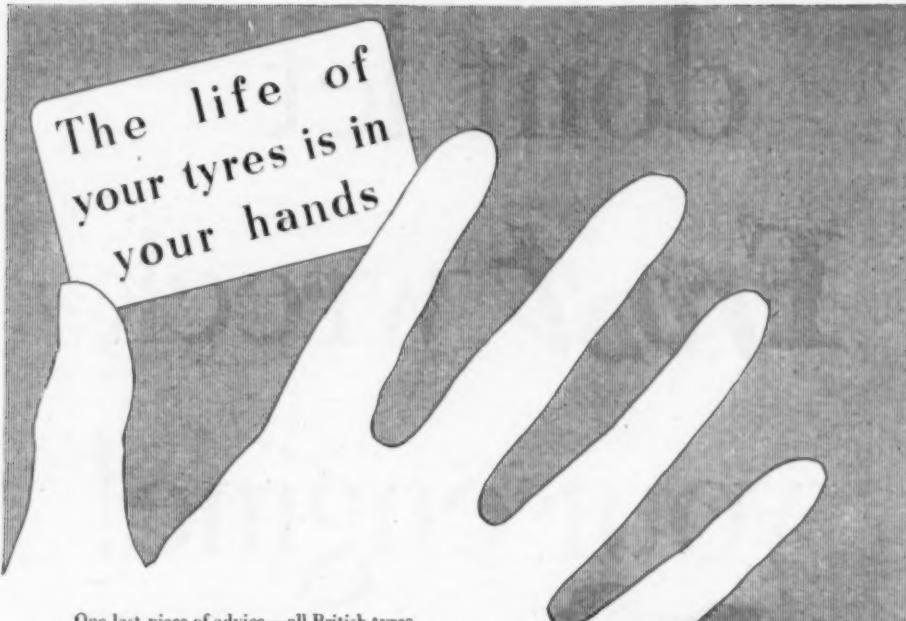
Mother, M.G.; Father, Anglia

four-branch twin-carburettor manifold employing S.U. carburettors. The AC mechanical petrol pump has been replaced by an S.U. electrical unit. Final drive is via an 8 h.p. Morris Series E rear axle complete, which raises the gear ratios slightly.

Although performance tests, as such, have not been carried out on the car, it has completed over 2,000 miles of touring and the maximum speed has been found to be in the region of 68 m.p.h. on the speedometer with extremely lively performance in the lower gears. Petrol consumption is over 40 m.p.g. at normal cruising speeds, around 40 m.p.h. The steering is extremely light and positive.

The body shell and wings betray obvious TC M.G. origin, which is offset by the 17in wheels and cut-down Ford Anglia radiator grille and specially designed apron, resulting in what I feel is quite a pleasing front end.

Seats and all trimmings are in brown leathercloth with foam



The life of
your tyres is in
your hands

One last piece of advice—all British tyres

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satisfactory service, but for complete free-
dom from tyre trouble and the longest
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It pays to say



ANTI-FREEZE

CORRESPONDENCE

continued

rubber interiors, and the seats are adjustable for an angle in addition to the normal fore and aft movement. The instruments on the aluminium panel are identical with those of the Austin Eight with the addition of a dial radiator thermometer and clock, and reversing, lamp control switch.

KENNETH JORDAN.

Liverpool, 15.

THOSE NOUGHTS

Further Details Wanted

[63814.]—With reference to letter [63776], I should like to know how Mr. A. D. Wilson has done 150 miles per day for 18 years, seven days per week and through six years of petrol rationing.

A couple of days for repairs would mean 450 miles on the third. Surely there is a slight mistake somewhere!

If not, further details would make a good article for your most interesting journal.

H. N. EVANS.

Bristol.

"OFF THE TRACK"

The Age of Alberto Ascari

[63815.]—May I suggest to The Scribe that the reason why Alberto Ascari "looks rather older than his twenty-odd years" is that he is actually thirty-two.

Rochdale, Lancashire.

[Our correspondent is quite correct.—Ed.]

An Appreciation from Spain

[63816.]—Let me to you say that the columns that, in this so-beloved journal, The Scribe devoted on November 9 to sketches-in-writing of almost all our present gods of car racing, I think were some of the finest ever written on this subject. How exact and keen are his traces!

I wonder was the latest Gran Premio de España's prize-giving the referred-to gathering?

Barcelona, Spain.

A. F. NAVA.

OIL CONSUMPTION

Where Was the Blue Smoke?

[63817.]—While enthusiastically agreeing with "Serviceman" in his excellent series, "Service Viewpoint," I feel that I must take him to task over the "believe-it-or-not" episode on page 1397, November 2.

Surely if the engine was using oil to the tune of over one pint per hundred miles, and there were no leaks in the engine, then the hopeful customer's game must have been shown up by the lack of tell-tale blue smoke at the exhaust?

My experience with oil-devouring engines seems to back this statement up.

JOHN D. HOPKINS,

Humberstone, Lincolnshire. D.L.C. (Hons.), A.M.I.M.I.

R.A.C. "REGS"

Reduction of Rallies to Mere Jaunts

[63818.]—I have just read the most heartbreaking document—I am, of course, referring to the latest R.A.C. Bulletin.

To an organizer of rallies, this latest piece of R.A.C. dictatorship forbidding rallies of over 300 miles, except national events, makes it even more difficult for these events to be won on the road section and not by the ever-unpopular special tests. The high esteem in which I held the Competitions Committee of the R.A.C. has been fairly well shaken. Is every club rally to become the proverbial "jolly" in territory well known to all the competitors, thereby causing the majority to fall asleep out of sheer boredom? Either that or lack of enthusiasm will make it impossible to run these events at all.

Surely the majority of British rally drivers owe some of their success in Continental events to their training in the smaller British events; most Continental rallies are based on endurance. It would therefore seem that the only way to train would be to blind up and down the country on one's own, a dangerous procedure.

Finally, I can see all keen competitors being forced to enter the toughest rally on the international calendar, i.e., The Nation-

alized British Automobile Club's 50-mile Jolly! They may even make the tired competitors do a special test after driving for so long!

I hate destructive criticism but surely there must be a very much better method of reducing complaints than merely reducing mileage.

W. A. SCOTT BROWN.

Cambridge.

[A leading article on this subject appears on page 1519.—Ed.]

DOG-SICKNESS

Static Electricity a Cause?

[63819.]—Car sickness in dogs is a source of worry and bewilderment to many dog owners, and often necessitates their leaving their pets behind, when making long journeys by car. We think, therefore, that your readers will be interested to hear of a device whereby this may well be controlled.

Experimenting on the assumption that car sickness in dogs is caused by static electricity, a good friend of the Tail Waggers' Club has provided an "earth" on his car, by fitting a short length of chain (from a point as the rear axle) to make contact with the ground. He informs us that this device has been responsible for largely eliminating any trace of car sickness in his dogs.

We make no extravagant claims for this device, but we wondered if any of your readers had heard of this?

S. W. CLAYDEN, The Tail Waggers' Club, London, W.C.1.

SELECTED REPRESENTATION

Wrong Approach to Progress?

[63820.]—In the Editorial comment on selected representation in the issue of November 16, you asked what was wrong with the previous system.

I think that is in the wrong approach. In these progressive times there is always room for improvement. So surely the question should be: "Is the new system better for the motorist; and if so, by how much?"

On a recent Saturday, in the pouring rain, I pulled in for petrol at a north-west London garage. Two attendants, smart in their mackintosh uniforms, and cheery despite the miserable weather, promptly appeared to service the car unrequested. There were tyre pressure and oil tests, the radiator was filled, the windows were wiped over. I really appreciated such extra attention and efficiency, especially on a wet day.

My experience is that all motorists will greatly benefit as these new service stations become more universal and enterprisingly competitive.

A. F. LATCHAM,

Harrow, Middlesex.

THE PRIVATE LIFE OF MR SCRIBE

A Tell-Tale Article?

[63821.]—After reading The Scribe's article in your November 9 issue ("A Matter of Temperament") I have been forced to draw two most probably incorrect conclusions: (i) That he is a bachelor, (ii) that he is in love.

We can see in his description of the Bristol 401 clear references to soft lights, sweet music, glamorous beauties, and champagne. Later stages in his thoughts indicate a grand show of Scribal driving abilities to impress the lovely passenger obtained after the Bristol 401 affair. Here I refer to his efforts in the Singer Roadster.

Finally, he imagines the ever-loving wife as he describes his homecoming. He steps out of the Holden and into the "restful surroundings" of the Happy Home. He sinks into one of the best chairs, and is brought an immediate drink.

I am eagerly awaiting the next chapters in this intriguing story, although I fully realize that writing this will probably have the effect of (a) causing The Scribe (happily married for years) to hurl this missal into the waste-paper basket, (b) libel proceedings.

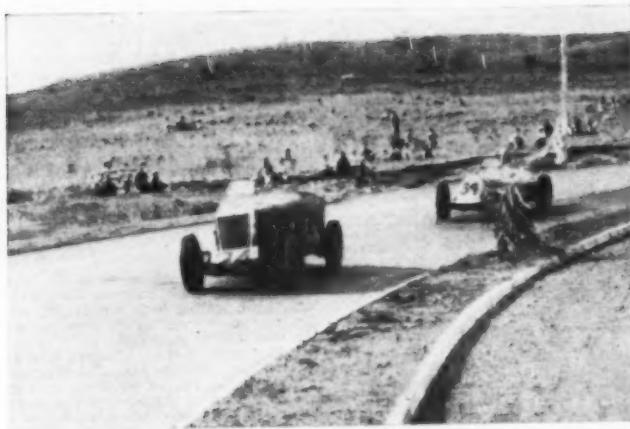
Or, if my surmises are correct, perhaps The Scribe will modify his future similes and so discontinue the narrative.

My best wishes to him, and to your most excellent journal.

Pool, Dorset.

MARTIN T. BLVTH.

[The Scribe comments: Unwilling as I am to nip romance in the bud, I must admit that my passenger seat has been occupied for many years!—Ed.]



Road racing in Natal; D. C. Jones (M.G. TD) leads the 1½-litre Riley of Clive Mitchell round a fast bend during the recent Ladysmith race meeting.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I.Mech.E. M.S.A.E.

ONE of the principal preoccupations at this time of year is naturally the calendar. Or rather calendars, both national and international; the latter has been published, and is already being amended in various respects—a process which will continue throughout next season, needless to say—while the national calendar is not yet finalized, pending receipt by the R.A.C. of all the proposed dates from the many and various clubs.

There is one point about the international calendar which should, I think, be mentioned now before the shooting starts. There are various dates on this calendar for British events, at different venues; the promoters of these events are extremely anxious to run an international event, and who can blame them? Naturally application for dates on the international calendar has to be made early, so this has been done, and there are the dates. Now comes the "but"; there is, however, no guarantee that when the time comes the R.A.C. will see fit to issue a permit for each of these events to be run, quite apart from the other consideration—that the clubs might not be in a position to run them.

Obviously, the R.A.C. must weigh up the pros and cons very carefully before authorizing a club to run an international meeting; the organization, the circuit, the spectator facilities, and other factors, must all be of a high standard. With some venues, although plans for improvements are going forward, these requirements are not met at the present moment; it is hoped that by the time the actual date approaches much will have been done. But it must be appreciated that the fact that the R.A.C. has, quite rightly, approved the applications of these various clubs for international dates, does not in itself constitute automatic approval of the event itself; this will be considered later on, when the opportunity has existed for making the necessary preparations.

CONTINUING the ever-thorny topic of the calendars, the clubs and the R.A.C.; today the annual conference of car clubs takes place at the R.A.C., when all the various points which I have referred to in the last few weeks will no doubt be vociferously aired, together with an incredible number of others which I had not even thought of! Starting at 11.30 a.m., the conference will occupy itself during the morning with a discussion on racing and speed events, and in the afternoon the speakers will deal with the subject of trials and rallies. Now is the time, therefore, when all the representatives of the clubs to which my disgruntled correspondents belong will no doubt be making constructive suggestions as to how matters can be improved. I hope so, anyway.

TOMORROW comes the "Gloucester," that excellent and old-established classic trial run by the North-west London M.C. As in recent years, competitors will start from the Bear Pools Café, Rodborough Common, near Stroud, in Gloucestershire; the total mileage of the event will be about fifty, including the various notable sallies in that fruitful area of the Cotswolds.

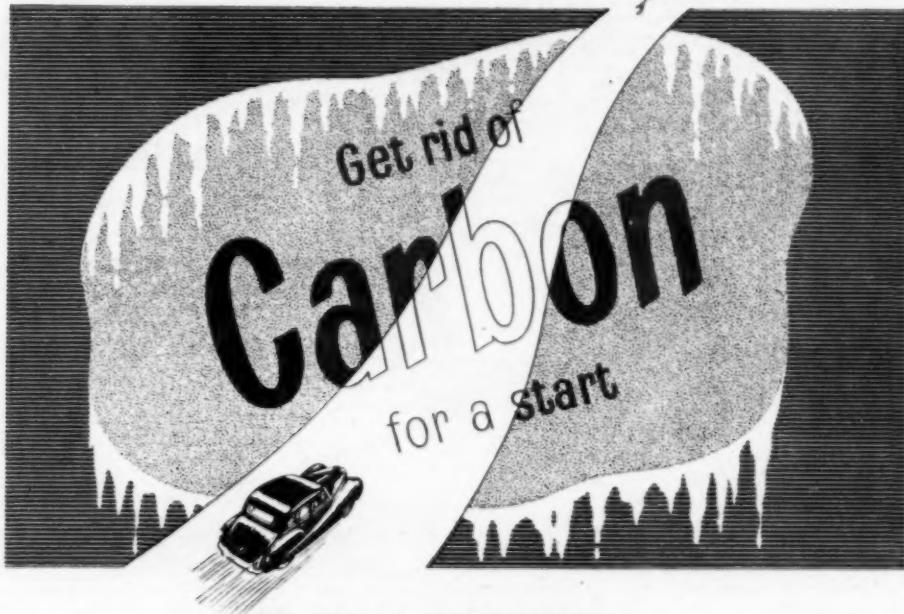
On Sunday, the Chiltern C.C. hold their annual Chiltern Hills Trial, starting at the civilized hour of 11 a.m. from the Bell Inn, Codicote, Hertfordshire, which lies on the Welwyn-Hitchin road. On the same day, the Vintage S.C.C. are holding their Bisley Rally; this takes place at a new site, namely Frith Hill, Blackdown, almost on the Surrey-Hampshire border; it is best reached by turning sharp left off A30 at the Jolly Farmer, just west of Bagshot, and turning right at Blackdown Camp, some three miles farther on. Proceedings commence at 12.30 p.m.

THE annual dinner and dance of the British Racing Mechanics' Social Club—or, in other words, the "Mechanics' Dinner"—took place last Friday night, in London's West End. Ken Taylor, of "T. and T.s," the club's president, kept the large and unruly gathering in order during dinner; afterwards, nobody could have done anything with them! Almost everyone in the world of racing was there: Earl Howe, Reid Railton, John Cobb, Goldie Gardner, Freddie Dixon, "Sammy" Davis and Rodney Walkerley, John (B.A.R.C.) Morgan and Desmond (B.R.D.C.) Scannell, John Heath, George Abecassis, Stirling Moss, Duncan Hamilton, Tony Rolt—but why go on? Welcoming all their distinguished guests were "Mac" and "Fiddle" of Dunlops; Alf Francis and the H.W.M. boys; Percy Kemish and Jack Sopp, of Aston Martin; "Lofty" England, Johnnie Lee and others from Jaguar; "Wilkie" Wilkinson, down from Edinburgh for the occasion; Stan Holgate—and dozens of others, of that vast fraternity who do a lot of work and rarely get the credit due to them.

The club's secretary and its treasurer, the hard-working Reggie Dunn and Jimmy Rands, were duly presented with a memento of the occasion by the president; two ladies at each table received pairs of nylons, by the traditional draw of tickets from a hat; the speeches were short, sincere and to the point; briefly, it could hardly have been a better party. My personal recollections of the latter part of the evening seem a trifle confused; but I am sure that at one stage I saw Harry Mundy and Bill Whitehouse demonstrating that either their centres of gravity or their roll centres were in the wrong place, on a strange contrivance known as a "bouncing bed," which

COMING SHORTLY

- NOVEMBER 30.—Hants and Berks M.C. Club members' gathering, New Inn, Eversley, Hampshire, 8 p.m.
- DECEMBER 1.—N.W. London M.C. Gloucester Reliability Trial, starting from the Bear Pools Café, Rodborough Common, near Stroud, Gloucestershire, 9.30 a.m.
- 1.—Sunbeam Register, Annual dinner and social, Red Lion, St. Albans, Hertfordshire, 7 for 7.30 p.m.
- 1.—Cornwall Vintage C.C. Annual dinner, The Western Hotel, Newquay, Cornwall.
- 1-2.—Morgan 4-4 Club, Night rally, starting from Manchester, Gloucester, and Hereford, 9 p.m.
- 2.—Vintage S.C.C. Bisley Rally, Blackdown Road, Bisley, Surrey, 12.30 p.m.
- 2.—Chiltern C.C. Chiltern Hills Trophy Trial, Bell Inn, Codicote, Hertfordshire, 11 a.m.
- 2.—North Midland M.C. Autumn Sporting Trial, starting from the Devonshire Arms Hotel, Baslow, Derbyshire, 10.30 a.m.
- 2.—Welsh Counties C.C. Trial.
- 2.—Midlands Motoring Enthusiasts C.C. Annual dinner, Imperial Hotel, Birmingham.
- 6.—West Essex C.C. Annual dinner and dance, Royal Forest Hotel, Chingford, Essex, 7 for 7.30 p.m.
- 6.—Lancashire and Cheshire C.C. Annual dinner and dance, Grand Hotel, Manchester.
- 7.—Brighton and Hove M.C. Annual dinner and dance, Grand Hotel, King's Road, Brighton, 7 for 7.30 p.m.
- 7.—Scottish S.C.C. Cat's Eye evening rally, starting from the southwest corner of Blythewood Square, Glasgow, C.2, 7.30 p.m.
- 7-8.—Bugatti O.C. Rally, Wales.
- 8.—Alvis O.C. Christmas Party, Hanworth Park Hotel, Feltham, Middlesex, 7.30 p.m.
- 8-9.—M.G. Car Club (N.E.) Rally, Gouthland Moor.
- 9.—Shropshire and D.C.C. Trial.
- 9.—Berkhamsted M.C. and C.C. Lockhart and Bossington Cup Trial, Hertfordshire.

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THE SPORT

formed part of one of the cabaret acts. This is always one of the best and most carefree parties of the whole motoring year; long may it flourish!

WHILE the mechanics' party raged "below stairs," the M.C.C. had its feet firmly on the ground floor of the same building for its Golden Jubilee Dinner—and dance. Major R. I. Marians, O.B.E., the club captain, was in the chair, from which he introduced the guests and proposed their health. S. T. Huggett, general secretary of the ever-helpful A.C.U., replied. Christopher Jennings, M.B.E., unloaded the then-bombshell of the Austin-Morris merger and proposed the toast of the club, to which V. L. Freeman (chairman of the club executive) and Jackie Masters (secretary) replied.

All the speeches were longer than the club's recent five-minute limit, but there was real justification! This occasion marked, very suitably, 50 years not only as a club but also as one of the best known and most successful. After the speeches, dancing got under way and a cabaret was staged. Here, Mrs. Nancy Mitchell triumphed again by an expert display by request on the cabaret turn's spring board! One a.m. arrived very early on that night.

THE indefatigable Tony Crook has been at it again; recently, when he was over at Montlhéry attacking records, he was unluckily frustrated in his attempt to capture the International Class E 200-mile record through running short of fuel when almost at the end of the distance. Therefore, he has been over again to have another try, and this time successfully; this record, which has stood since 1930 to the credit of Jack Dunfee with the blown Sunbeam at 117.66 m.p.h., now falls to the Le Mans Replica Frazer-Nash of T. A. D. Crook at 120.13 m.p.h.

In the course of this run, which took place last Monday, the Frazer-Nash covered 123.55 miles in the hour (not a record), and put in one lap at 123.92 m.p.h. One tyre change was necessary during the 200-mile run. The record figure is, of course, subject to confirmation by the F.I.A. in the usual manner.

CLUB NEWS

Northampton and D. C.C.—It is not often that the services of a ghost can be enlisted to increase the difficulties of competitors in a night trial, but deserted Sulby Manor, in Sulby, Northamptonshire, with its attendant spook, presented the organizers of the recent club's night event with an unusual check point. The trial started and finished at the Swan Hotel, Lamport. A clue, "tradesmen's entrance," led competitors (there were 29 cars competing) to Sulby Manor, where a marshal, concealed near the old entrance gates, pulled a rope connected to a bell inside the house, which resulted in an eerie tolling as each competitor arrived. This, however, was only one of the hazards which had to be encountered. The clue "no lift," for instance, took the entry to the last check point, an ancient hay loft at Selsხoek, where the marshal was found above a rickety ladder. First man home was R. A. Johnson, who was awarded the Cedex Trophy for the best performance in the event.

West Essex C.C.—A film of the club's 1951 competition season, including shots of Boreham, will be shown for the first time on Monday, December 10, at the Manor

continued

THE first 11 places in the B.T.D.A. Gold Star competition, including the Cheltenham Trial, run on November 10, are as follows: W. H. Waring, 23.2 per cent, C. E. Crump 22.6, A. Rumfitt 22.0, T. C. Harrison 20.4, M. Wilde 19.6, J. Clegg 19.3, R. W. Faulkner 19.2, K. E. O. Burgess 18.3, K. Rawlings 16.6, C. Corbishley 16.3, E. G. Spence 16.3. The results of the Cottingham (November 17), Roy Fedden (November 24), Kentish Border (November 25), and the Gloucester, to be run on December 1, have still to be taken into account before the final result can be obtained.

The annual dinner has been arranged again this year to coincide with the finish of the R.A.C. Trials Championship, on December 15. The Lion Hotel, at Shrewsbury, has been chosen as the venue, and tickets (7s 6d each) may be obtained from D. G. Flather, Standard Steel Works, Tinsley, Sheffield.

IN April this year a number of enthusiastic members of Lloyd's formed a motor club, open to all those people whose work is connected with the firm; and on Sunday, November 25, their first driving test meeting was held at Biggin Hill, in Kent. There were seven tests in all, and a short sprint. The latter could be tackled voluntarily, and performances in it did not count towards the final results. "Drunkard's dilemma" was the most amusing test, in which competitors had to travel along a twisty line, keeping their wheels on either side of it. The whole thing was most realistically carried through. Over forty members competed in the event. The results are as follows:—

Best performances: Jaguar XK120 (J. Rines-Prichard); 2nd Open class: 1, A.C. (R. N. Webster); 2, Standard 10 (J. L. Langford); 3, Austin (J. G. Gresham); **Closed class:** 1, Bristol 400 (P. Bayley); 2, Lancia Aprilia (J. W. Deaven); 3, Vauxhall (R. W. Evans).

HERE is an offer that will interest owners of old cars: S. E. Rutter, of 7, Station Road, Langley, Worcestershire, has a De Dion Bouton engine, which he rescued from the scrap heap and has restored to running order. He offers it to anyone to whom it might be useful, so it is up to interested persons to get in touch with him. J. A. C.

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CLUB NEWS

North London Enthusiasts' C.C.—The Christmas Trial will be run on December 16, and will start from Wheleby Hill, Buckinghamshire, and finish at the Royal Hotel, Tring, Hertfordshire, where a Christmas dinner will be served. Entries should be sent to the secretary of the meeting, Miss J. Dunking, 95, Tinter Way, Harrow, Middlesex, before December 7.

Vintage S.C.C. (Midland)—A talk on map reading and navigation will be given by R. O. C. Mellor, at the Red Lion, Church Street, Birmingham, on Thursday, December 13.

The Measham Rally, the provisional date of which is January 5 and 6, will be generally similar to last year's event, with an all-night road section on the Saturday night, starting from Hawkestone Park Hotel, Weston-under-Redcastle, near Shrewsbury, and extending into Wales before the finish at Measham, Leicestershire, early on Sunday morning.

Rhyd and D. M.C.—Glyyne Edwards has recently taken over the duties of car competitions secretary from K. Drinkwater; his address is 3, Kinard Drive, Rhyd, Flintshire.

Newcastle and District M.C.—The rally on November 18 was run over a 130-mile route, divided into three separate sections, each of a different length and scheduled average speed. Each section took competitors through Tranwell Aerodrome, in Northumberland, where six driving tests were held. Best performance of the day was put up by S. Weightman, driving a Ford Prefect. Other results are as follows: saloon cars: Humber Hawk (J. T. Adamson); sports cars: M.G. TC (T. C. Middleton); special class: Lancia Aprilia (O. Gill). Driving test awards: 1, Jowett Javelin (J. H. Lawson); 2, Triumph Roadster (C. L. Pyman).

continued

Falcon M.C.—The postponed Guy Fawkes Trial was run on November 18, in incessant rain. The event started with a timed test, and of the 11 timed tests two were cancelled because of the wet weather. J. C. Smith, in his 1,172 c.c. J.C.S., won the President's Cup for his best performance, and G. L. Hancock, with his 1,172 c.c. Dellow, was first amongst members of the invited clubs.

Falkirk and D. M.C.—It was pleasant to see two novices in the awards list in the rally section of the rally and trial event, run on November 17-18. Lionel Bennett (M.G.) and Jack Hally (Jaguar) may be newcomers, but their navigation was very good indeed.

J. B. Millar, the club secretary, competing in a Ford Anglia, had the misfortune, with Robin Trail's Austin, to have to use the cattle restrainers to keep his car from sinking up to the door handles in the mud of a Stirlingshire by-road—and then, of course, the posts had to be put back into position for the cattle. Class winners in the rally were as follows: up to 1,500 c.c., open: M.G. (L. Bennett), 7, marks lost; closed, Ford (J. B. Millar), 16. Over 1,500 c.c., open: Riley (A. J. Rosa), 14; closed, Jaguar (J. Hally), 18.

Had there been more competitors in the trial section of the event, it would have been one of the best Scottish trials of the season. The double slope of Logie Hill, near Stirling, was a tough section, and despite the enthusiastic "bumping" by passengers, W. J. Lamb's Dellow was the only car to reach the summit. The premier award went to W. J. Lamb, who gained 70 marks. P. M. Goodall (Dellow) won a first-class award, and W. Watson (Ford 8P) a second-class award.

IN BRIEF

Jensen Motors, Ltd., have moved from their premises at Stoke-on-Trent to a bigger factory at Pensnett, Staffordshire, which is near the main works and head office at West Bromwich. Both factories are now working to capacity.

Mr. R. F. A. Dudeney has become dealer sales promotion manager of S. Smith and Sons (Radiomobile) Ltd. His previous position in Bristol as western area manager has been taken over by Mr. J. N. Bennett, who will also include Gloucestershire and Wiltshire in his area.

Mr. H. A. Browett, managing director of H. A. Browett and Co., Ltd., of Leicester, died on November 15. He became managing director in 1912, when he joined the firm, which had been founded in 1896.

New premises of Brown Brothers, Ltd., at Bromsgrove Street, Birmingham, were opened on November 20 by the Lord Mayor, Alderman R. C. Yates, supported by the deputy Lord Mayor, Alderman A.

Paddon Smith, who is a director of Joseph Lucas, Ltd. The former premises in Bristol Street were destroyed by enemy action 11 years ago, and the new building provides more than 35,000 sq ft of floor space. Mr. H. S. Bond, joint branch manager, who presided at the opening ceremony, was the original representative of Brown Brothers when it opened in Birmingham in 1907.

The silver jubilee of the Car Collection Co., 14, Holyhead Road, Coventry, was celebrated by a dinner and dance for the staff held in Coventry on November 17.

The retail price of the Woodhead Monroe lin spring damper has been reduced to £2 11s 8d each.

The *Allard Year Book* has been published in small booklet form and its contents should be interesting to the Allard enthusiast. A limited number of copies are still available from the Allard Motor Co., Ltd., 24-28, Clapham High Street, London, S.W.4, price 2s (postage 3d).

INFORMATION SOUGHT**No. 16104. 1935 Lancia Dilambda.****"M.R."—All possible information and a handbook.****No. 16105. 1932-33 16 h.p. S.S.1.****"C.H.C."—All available particulars and a handbook.****No. 16106. 1936 1½-litre Riley Merlin.****"R.L.V."—All possible information and a handbook.****No. 16107. 1933 Alvis Firefly.****"C.H.N."—General hints, particularly on E.N.V. gear box, and also a handbook.****No. 16108. Handbooks Required.****"T.W.H."—1933-34 Wolseley Hornet.****"W.J.C.W."—1934 7 H.P. Ten.****"R.B.W."—1937 Flying Standard Nine.****"G.L."—1937 2-litre M.G.****"R.B.W."—1938 Series III Morris Ten.****"R.A.E.J."—1940 2-litre M.G.****"G.R.D."—1934 Austin Light Twelve-Four.****"C.M."—1934 7 h.p. Jowett.**

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1950 FORD "Prefect" saloon	1,000 miles
1950 HILLMAN Minx saloon	198 miles
1950 HUMBER Hawk Mk. IV saloon	2,000 miles
1951 model HUMBER Super Snipe saloon	14,000 miles
1950 OLDSMOBILE '6' F.H. coupe, radio and heater	5,000 miles
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1950 STANDARD Vanguard sal.	200 miles
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1949 FORD	10 sal., black, 9,000 miles..	£765
1949 FORD	10 sal., black, brown.....	£845
1947 HILLMAN	Minx Utility, olive grey.....	£725
1948 HILLMAN	Minx IV sal., mist green..	£1,085
1949 HILLMAN	Hawk sal., green, 7,000 miles..	£1,375
1949 JOWETT	Javelin de-l., radio, btr..	£1,095
1949 M.G.	"TD" 2-dr., red, radio, any trim	£1,075
1949 M.G.	"TC" sports, blue, very attr....	£725
1947 MORRIS	5 de-l. sal., black, 1 owner.....	£545
1947 MORRIS	10 sun roof sal., b/w, btr, bld	£725
1948 MORRIS	Minor tourer, b/w, 9,000 miles..	£965
1948 ROVER	P.4 sal., black/grey, 9,000 miles..	£2,125
1948 SINGER	1500 sal., blue, low mileage..	£1,045
1947 SINGER	1500 sal., black, 10,000 miles..	£545
1948 TRIUMPH	1500 sal., b/w, radio, M.G.	£1,375
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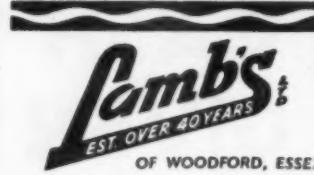
1946 HILLMAN Minx saloon, black, blue interior	£595
1947 HILLMAN Minx saloon, black, fawn interior	£625
1948 FORD Prefect saloon, black, fawn	£675
1948 FORD Pilot saloon, radio, heater	£845
1949 FORD Prefect saloon, beige, red leather	£845
1949 VANGUARD saloon, grey, radio	£950
1950 VAUXHALL Wyvern, grey, grey interior	£1,025
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1939 STANDARD 8 saloon	£195
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1950 HUMBER Hawk 16 h.p., 4,000 miles.
1950 MORRIS Minor sal., 11,000 miles.
1949 MORRIS Oxford, 11,000 miles.
1950 STANDARD Vanguard, 6,000 miles.
1950 STANDARD Vanguard, 12,000 miles.
1949 STANDARD Vanguard, 14,000 miles.
1950 TRIUMPH Mayflower, 4,000 miles.
1950 TRIUMPH Renown, 4,000 miles.
1950 TRIUMPH Renown, 14,000 miles.
1950 VAUXHALL Velox, 5,000 miles.

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1946 HILLMAN 10 Sal., one car	£870
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1939 model ROVER 10 Sal., resul	£840
1939 STANDARD 8 Sal., very good	£840
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1950 AUSTIN A.90 Atlantic Convertible, power operated, radio, heater, 19,000 miles	£1,195	● 1950 MORRIS Six saloon, heater, 6,000 miles	£1,175
1950 AUSTIN A.125 Sheerline saloon, 6,000 miles	£1,975	● 1950 RILEY 1½-litre saloon, 12,000 miles	£1,550
1950 51 ALLARD 30 h.p. 2-door saloon, 9,000 miles	£1,275	● 1950 ROLLS-ROYCE Silver Wraith Fixed Coupe by Gurney Nutting, 9,000 miles	£5,950
1950 BENTLEY Mark VI Steel saloon, 500 miles	£6,250	● 1950 ROVER "75" P.4 saloon, radio, heater, 6,000 miles	£2,250
1949 CITROEN Light 15 saloon, 12,000 miles	£1,245	● 1950 STANDARD Vanguard saloon, radio, heater, 700 miles	£1,350
1950 HILLMAN Minx Phase IV sal., 6,000 miles	£1,125	● 1950 SUNBEAM TALBOT "80" Saloon, radio, 4,000 miles	£1,245
1950 HUMBER Hawk saloon, 5,000 miles	£1,595	● 1950 SUNBEAM TALBOT "80" Drophead coupe, 13,000 miles	£1,195
1949 HUMBER Super Snipe saloon, heater, 12,000 miles	£1,350	● 1950 51 TRIUMPH Mayflower saloon, radio, 13,000 miles	£1,095
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1933 racing L.M. Mans. Aston Martin in road racing trials races at Silverstone, Brands Hatch and elsewhere. Good racing record. Aston Martin club events; this has cost over £1,000 to prepare, including a recent £400 overhaul; this car was fourth in the 1950 British 1000 miles race and is in showroom condition. Bargain at £4000, room up to £5000 needed.—Manor Motor Cycles, 921-923, Romsey Rd., Romsey Park, E.12. Ilford 003. (1982)

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A STON MARTIN cars wanted for cash: full details—FRIARY MOTORS, Ltd., Old Windsor. Windsor 2000-3.

R OUND SMITH'S, the Aston Martin bureau—Hampstead High St. (Hampstead Tube). (1982)

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1938 Austin 10 7-seater, good condition; £295.—A.Z. Motors, Palmerston Rd., N.W.5. May 4725. (1982)

189 cars.—1937 Austin 7 Midget 2-seater, excellent condition, bargain—Autosport, 3, Balham High Rd., Balham. (1982)

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110 cars.—Austin 7 concubine saloon, really excellent condition, bargain—O. P. (Balham), Ltd., 2, Balham Hill, S.W.12 (100 yards from Chapman Garage). Tel. 7482.

225 cars.—Austin 7 1937 model, Ruby red leather 2-seater, sliding side, blue leather, good Dunlop tyres; terms, exchanges; list, open 9-7 week-days and Saturdays, 10-5 Sundays.—Hampstead (Hampstead Tube). Hampstead 6041. (1982)

A STON Seven Cars Wanted

R OUND SMITH'S, the Austin 7 buyers—Hampstead High St. (Hampstead Tube). (1982)

R AYMOND WAY, the hire-purchase specialist, still buying Austin 7s and have unlimited funds available.—Cambridge Rd., Kilburn, N.W.6. (1982)

A STON EIGHT

H. A. SAUNDERS, Ltd., offer:—

1939 Austin 8 saloon, black, one owner, 16,000 miles only, condition immaculate; £325.—Euston Rd., N.W.1. Euston 4511. (1982)

C. M. CAR SALES (P.L.) 6633: offer:—

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1947 Austin 8 2-door saloon, black, red leather upholstery, very good condition.—Sutton Cottages, Finchley Rd., N.W.3. (1982)

1947 Austin 8 1940 4-door saloon, reconditioned, £425; cellulose as new, leather interior, side, roof, many others.—Finchley 1, Clarendon Rd., Holland Park, London, W.11. Park 5086-7. Open Mon. to Sat. 9-6. (Sutton, Holland Park Tube.) (1982)

A STON 8 1947 model, black brown hide, one owner, reconditioned, including engine, immaculate, £400.—Davy, Western 6641.

1959-1967 Austin 8 4-door de luxe saloon, immaculate and spotless condition, compare with others, absolute gift at this price; three months guarantee, hire purchase, exchanges, £559.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, Tel. 6221. (1982)

1939 Austin 8 2-door saloon, grey, blue leather, one owner, really exceptional throughout; £450.—H. & Hutchins, Ltd., Hayes Crescent, N.W.11. See 9723. (1982)

AUSTIN EIGHT

1947 (Aug.) Austin 8 4-door saloon, L.H. drive, one and 22,000 miles, in beautiful condition inside and out, all original, good condition, £525.—Panther Service Garage, London Rd., Guildford 5326. (1982)

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C M THE CAR MART, Ltd., London distributor, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 6052. (1982)

R OUND SMITH'S, the Austin 8 buyers—Hampstead High St. (Hampstead Tube). (1982)

A S new, post-war Austin 8 required.—Fortune, 33, Cambridge Rd., E.11. Teles: Hill 1286 (0723)

C AMB buyers of low mileage Austin 8s, distance, no deposit.—Hastings, Lord St., Southampton. (1982)

R AYMOND WAY, the hire-purchase specialist, are still buying Austin 8s and have unlimited funds available.—Canterbury Rd., Kilburn, N.W.6. (1982)

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1946 Austin 10hp saloon, de luxe, blue, excellent condition; £550.

B WILTON-ON-THAMES MOTOR CO., Ltd., Walton-on-Thames, Tel. 7880. (1982)

1941 Austin 10 saloon, excellent condition; £595; 3 months' guarantee, terms and exchanges.

J. A. C. WILLIAMS, Ltd., 160, Princes Rd., Hove. (1982)

1947 Austin 10, colour blue; £675.—John Whaley, Ltd., London Rd., Bishop's Stortford, Tel. 181 and 182. (1982)

1939 Austin 10 saloon, leather upholstery, black with brown interior, car in excellent condition throughout and recommended; £495.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.9. Tel. 2214. (1982)

G ATCHOWER LTD., 10, Austin 10, colour blue, black, green with radio; £450.—Gatshower Motors, Ltd., 200, Vauxhall, London, S.E.1. (1982)

A RCHIE SIMONS & CO., Ltd., 1936 Austin 10 de luxe, colour blue, leather upholstery, in showroom condition in every way; £425.

1947 Austin 10, black, brown leather upholstery; excellent condition throughout; £495.

1935 Austin 10 tourer, one tilted corner, new hood, tyres, etc., taxed; £175.—Roya Automobiles, Ltd., 1936 Austin 10, Walton 2705. (1982)

1946 Austin 10, colour blue, with blue leather, exceptional condition for age; £475.—Futura Motors, Ltd., Austin Agents, Staines, Middlesex. Tel. 801.

£495—Rare early condition 1939 Austin 10.

Cambridge de luxe saloon, no other description necessary; you must see this vehicle.—Below.

£195 since new; absolutely rare and unpredictable bargain; 3 months' guarantee; hire purchase, exchanges considered.—Turner, Fai. Tel. 4494-1994.

1935 Austin 10 tourer, one tilted corner, new hood, tyres, etc., taxed; £175.—Roya Automobiles, Ltd., 1936 Austin 10, Walton 2705. (1982)

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1936 Austin 10, colour blue, with blue leather, exceptional, original and very clean; £425.—TIMES MOTOR Collected, Ltd., Upper Norwood Rd., S.W.15. Tel. Putney 5855. (1982)

1946 Austin 10, black, recently overhauled, reconditioned, etc.; £395 for quick sale.—Fletcher, High Meadow, Ridgehaven Rd., Shrewsbury. (1982)

1936 Austin 10 Lichfield saloon, black, red leather, one owner, £325.—Tate & Hutchins, Ltd., Hayes Crescent, N.W.11. Tel. 9873. (1982)

1938 Austin 10 Cambridge saloon, black, side, front cond., £325.—Futura Motors, Ltd., 44-46, Westway, Hendon Central, N.W.4. Tel. Hendon 1433-4. (1982)

1946 Austin 10 saloon, black, blue leather, fitted radio, £325.—Futura Motors, Ltd., 44-46, Westway, Hendon Central, N.W.4. Tel. Hendon 1433-4. (1982)

A STIN Cambridge saloon, choice of three, these cars are in first-class condition and must be seen to be appreciated. From £325.—Futura Motors, Ltd., 111-125, Woods Lane, Dagenham. Tel. 2349. (1982)

CHOICE of two 1946 Austin 10 de luxe saloons, black, brown, blue, leather upholstery, both one owner, taxed and in excellent condition; £325.—Futura Motors, Ltd., 44-46, Westway, Hendon, N.W.4. Tel. Hendon 1433-4. (1982)

WALTER SCOTT, Ltd.—1949 Austin 10 Cambridge de luxe saloon, black, 40,000 miles only, one owner; £325; terms, exchanges; £39. College Garage, 2, Northgate Rd., Finchley Road, London, N.W.3. Tel. 5914. (1982)

AUSTIN 10 cars wanted for cash: £325; terms, exchanges; £39. College Garage, 2, Northgate Rd., Finchley Road, London, N.W.3. Tel. 5914. (1982)

AUSTIN Ten Cars Wanted

C M THE CAR MART, Ltd., London distributor, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 6052. (1982)

£595—Austin 8 4-door de luxe saloon, immaculate and spotless condition, compare with others, absolute gift at this price; three months' guarantee, hire purchase, exchanges, £595.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, Tel. 6221. (1982)

1939 Austin 8 2-door saloon, grey, blue leather, one owner, really exceptional throughout; £450.—H. & Hutchins, Ltd., Hayes Crescent, N.W.11. See 9723. (1982)

Austin Ten Cars Wanted

WANTED, pre-war Austin 10.—1. Seaton Hall Court, Belmont Grove, S.E.13. Tel. Lee Green 4386.

R OUND SMITH'S, the Austin 10 buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1982)

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R AYMOND WAY, the hire-purchase specialist, still buying pre-war Austin 10s and have unlimited funds available.—Canterbury Rd., Kilburn, N.W.6. (1982)

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1950 Mark VI standard steel saloon, Tudor grey

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1950 6-cyl. de luxe saloon, green/beige leather, under 15,000 miles, one owner; £1,775.

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1949 Citroen, mist green and beige leather, 12,000 miles; £1,200.

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1949 Citroen, Tel. Worthing 71. (17363)

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1950 model 15hp Citroen saloon, green with black, 12,000 miles; £1,250. Woking 6421.

CITROEN, reg. Aug. '58, one owner, 65,000 miles only, overhauled by makers (will accept), appearance as new, any trial; £265 or offer—Tel. Addiscombe 17553.

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£365—Citroen 12 1934 7-seater saloon, the most sought-after body style on this excellent chassis; note our price—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 6490.

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1947 Citroen 15 de luxe saloon, black with maroon leather interior, this car is in excellent condition, to most 1950 models, Michelin fitted radio and heater, new tyres, etc., £1,250. (1682)

1949 (late) Citroen 15hp, complete, reconditioned, new maroon hair head and red upholstery, new tyres, recon. engine, radio, one of the latest and best examples of this popular and rare model. £1,250. (1682)

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1949 (Nov.) Citroen 21/2-litre Barker drop head coupe, 7,000 miles; terms, exchanges; £1,275. (17164)

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USED CARS FOR SALE AND WANTED--SPARES AND SERVICE

FORD (19 h.p.)

SLOCOMBE, Ltd. 1950 (late), 7,000 gentle miles, well serviced
of. £695. Tel. 4569.

SLOCOMBE, Ltd. 35-52, Dudden Hill Lane, N.W.10
Willesden 4669. [1950]

PERKINS OF HARROW

Have an excellent selection of post-war 10hp saloons
available. Tel. 1031 for details.

W HAROLD PERRY, Ltd. Station Bridge, West-
stone, Harrow, Middlesex. [0100]

CML CAR SALES (Prl. 6623) offer:-

1949 Ford 10 Prefect, black, green leather uphol-
ster, 21,000 miles, £695. Tel. 4569.

ALLAN TAYLOR MOTORS, Ltd., offer:-

MARCH 1949 Ford Prefect saloon; £625.

JULY 1949 Ford Prefect saloon; £675.

FEBRUARY 1950 Ford Prefect saloon; £695.

OCTOBER 1950 Ford Prefect saloon, 6,000 miles; £910.

HIGH ST. Wandsworth, S.W.18. Tel. Vandyst 4433
(5 lines). [1950]

W. J. BROWN, Ltd., offer:-

1950 (Sept.) Ford Prefect saloon, black, leather
upholstery, 6,100 miles; £695.

1949 (Nov.) Ford Prefect saloon, beige, fawn uphol-
ster, 11,000 miles; £615.

W. J. BROWN, Ltd., offer Main Dealers.

339 Finchley Rd., N.1. Hampstead 4414. [1950]

FORD Prefect, salmon, pastel green, Oct. 1950, 6,000
miles; £625. Worthy 6125. [1950]

1948 Ford Prefect saloon, 20,000 miles, beige, brown
leather, one owner, ex cond.

1947 Ford Prefect, sal. 25,000 miles, black/grey, ex
TICK-FORD, Ltd. 6266. [1950]

1949 Finchley Rd., N.1. Upper St. Martin's Lane, W.C.2.
Tel. 3386. [1950]

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Tel. 3386. [1950]

1940 Ford Prefect, very clean car; £755. Mitchell, 1,
Euston Rd., N.W.1. Balsam 2234.

1949 Ford Prefect, 10s, 10s and have unlimited car
available. -Canterbury Rd. Kilburn, N.W.6. [1950]

3000 miles only! 1949 Ford Prefect, beige, beige
interior, as new; £695. Carmo. Tel. 4141. [1950]

1950 (Nov., 1949) Prefect, black, carefully used
and serviced. £725. -Campbell Symes,
Wembury 6261. [1950]

1948 Ford Prefect, salmon, beige with red leather
upholstery, 19,000 miles; 3 months' written
guarantee. £695. Tel. 4266-7.

1949 FORD MOTORS, Ltd., Queen's Head Garage, East
End Rd., N.3. Finchley 6266-7. [1950]

£775 -Ford Prefect, 1949, black, beige interior,
new radio, radio, covers, very well maintained.
Carmo. Tel. 4141. [1950]

1950 Ford Prefect saloon, black, leather, mileage
7,900. -H. C. Paul, Ltd. 32 Bruton Place,
W.1. Master 6621-2. [1950]

1950 Ford Prefect saloon, 1,000 miles -British &
Colonial, Ltd., Upper St. Martin's Lane, W.C.2.
Tel. 1658. [1950]

1950 (November) Ford Prefect, 2,500 miles guaranteed,
black, leather; £695. -Allen's Garage,
Dundonald Rd., N.1. Tel. 4141. [1950]

39 Ford Prefect, reconditioned, good condition,
previous owner, bargain; £400. -Matthew,
Littewick Rd., Hornsey, W.9. [1949]

1949 Ford Prefect, unmarked; £760. Smith & Smith,
London, W.14. Tel. Western 2312. [1950]

1950 Ford Prefect saloon, black, leather interior
speeds 10,000, £675. also 1948 Ford Prefect
saloon, green, £695. Tel. 4266-7. [1950]

FERRARI'S OF CRICKLEWOOD, Ltd. 200-220
Chickwood Broadway, N.W.2. [1950]

1947 Ford Prefect, 20,000 miles, leather; £600.
-Clayton Cars (London), Ltd., 357, Euston
Rd., London, N.W.1. Tel. Euston 5248 (5 lines). [1950]

£299 -1941 (reg. 3) Ford Prefect, tourer, excellent
cond.; after. -Birch Motors, 130-143, West End Lane, N.W.8. [1950]

1946 Ford 10hp saloon, one owner, moderate mile-
age, seat covers, etc. excellent condition; £600.
County Garage, Gertrude Cross 2279-3725. [1950]

A. RTHUR E. GOULD, Ltd. 290-292, Regent St., W.1.
and 8-14, Meart St., Soho, W.1. Lansham 1594-5.
1946-50 Ford Prefect saloon, low mileage, all guarantee
terms. £625. [1950]

FOR SALE Ford at £615. 1939 Prefect, new engine fitted,
well run, n.r.m., black, reasonable tyres. -
Wade Engineering, Ltd., Gatwick Airport, Horley, Surrey.
Tel. 1578. [1950]

1947 Ford Prefect, only 20,000 since new engine,
well maintained, excellent condition throughout;
£650. -R. Hunt, Oakhammer, Itchen Abbas,
Hampshire. [1950]

1949 Ford Prefect 4-door saloon, small mileage;
£625. Morton Garages, 61 Albert Embankment, S.E.1. Re-
ference 4019. [1950]

1948 Ford Prefect, salmon, black, small mileage;
£625. M. B. Motors 336, New Cross Rd., London, S.E.16.
Tideway 3779. [1950]

1950 (March) Ford Prefect, black, leather, one
owner, immaculate condition throughout; £650.
-R. Hunt, Hendon Central, N.W.4. [1950]

1947 (March) Ford Prefect, black, brown
leather, exceptional condition; £625. -T. A. Ferrell,
Buyers of Good Used Cars, 215, Battersea
Rd., N.W.3. Primrose 4441. [1950]

FORD (18 h.p.)

1947 Ford Prefect (cabriolet), black with leather, one
owner, only 1,000 miles, three months' written
guarantee; £615. -Well Hall Road Garage, Well Hall
Rd., Eltham, S.E.9. Eltham 3834. [1950]

TANKARD & SMITH, Ltd. offer 1949 (October) Ford
Prefect, finished in green, leather upholstery, very
wholesome car also, unmarked. £640, terms and
exchanges. -97, Peckham Rd., S.E.15. Tel. Rodney 2051.

1948 Ford Prefect, black, immaculate condition, recom-
mended, good engine, 2,000 miles, £625. Tel. Vigilant 8211.
[1950]

1947 Ford Prefect saloon, black, fitted with leather
covers, good runner; £595. -K. F. exchanges,
Ranger Lane, Western Ave., Ealing, W.5. Ferrier
4404-5. [1950]

1949 Ford Prefect, black, leather upholstery, fitted with
radio, heater, 2,000 miles, £625. -K. F. exchanges,
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HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.

ELECTION of all models at attractive prices.
DEVONSHIRE House Piccadilly, W.1. (Grosvenor 2222).
HENLY House, 305, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—

MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 2126).
COURNEMOUTH (Bournemouth 6514).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
TREATHAM (Breamishaw 551).
SOUTHLAW (Hounslow 3454).
FINCHLEY (Finchley 6081).

GREAT WEST Rd., Hillingdon 3477). Official Jaguar Distributor, London 14. Tel. 4141.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents, 0027.

CAR MART, Ltd.,
1948 Jaguar 3½-litre drop head coupe, radio, heater, 16,000 miles, £1,595.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (1742)

SMITH & CO.,
29-31 Edgware Rd., London, W.2. Tel. Ped. 30/5-6. offer:—

1949 Jaguar Mk. V (reg. Dec.) 3½-litre saloon, black, beige leather, one owner, £1,595.—(7444)

SLOCOMBES, Ltd.,
1949 Jaguar 3½-litre Mark V, 10,000 miles, grey, red interior, very nice car, £1,750.—(7445)

1950 Jaguar 3½-litre Mark V (reg. Dec.) 3½-litre saloon, black, beige leather, one owner, £1,595.—(7444)

1948 Jaguar 3½-litre drop head coupe, radio, heater, 16,000 miles, £1,595.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (1742)

SMITH & CO.,
1939 1½-litre drop head coupe, black, beige, one owner, having had regular service by ourselves, this car is in excellent mechanical order, bodywork is worn but sound and we can recommend it as being excellent value, £575.

HW. MOTORS, Ltd., Walton-on-Thames 783 (and 1437).
TOM GAFFER, Ltd., offer:—

1950 Jaguar 3½-litre Mark V saloon, lavender grey with beige leather, 7,000 miles.

TOM GARDNER, 10-12, Peter St., Manchester, 2. Blackfriars 6662.

SPAUL & SLATTER, Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, gunmetal, 10,000 miles, one owner, radio, in excellent condition throughout, £1,595.—Tel. Palmers Green 44-1205/7173.

SO. SMITH MOTORS Ltd., offer:—

1939 1½-litre drop head Jaguar, grey with brown leather, an attractive car at £450.

SO. SMITH MOTORS, 2657, Rye Lane, Peckham, Tel. New Cross 0460. (1975)

DJ. SHEPHERD & CO. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition, £2,175.—D. J. Shepherd & Co. (Enfield), Ltd., 485, Hertford Rd., Enfield. Howard 1651. (1965)

JAGUAR

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Jaguar Mark V saloon, H.M.V. radio, immaculate condition, £1,695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (1975)

COOMBE & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V drop head coupe, 9,000 miles, black and beige, £2,500.

1938 Jaguar 2½-litre saloon, grey and blue leather, radio, discs, complete engine overhauled.

COOMBE & SONS (GUILDFORD), Ltd., offer:—

1938 Jaguar 2½-litre drop head four-seater, £1,450, one owner, first-class condition throughout.

1948 Jaguar 2½-litre drop head four-seater, £1,450, one owner, radio, heater, radio, discs, £1,695.

1938 Jaguar 2½-litre saloon, grey, grey leather, £1,695.

1948 Jaguar 2½-litre saloon, colour black, £1,695.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

B. J. HUNTER, Ltd., offer:-
1939 Lanchester 14 saloon, showroom condition; £440.
1940 Lanchester, Ltd., 22, Chichester Broadway, N.W.1, Tel. Gladstone 6303.
1937 Lanchester 14hp sa. con de luxe, exceptional condition, one owner-driver; £400.—Bettome, Stream Lane, Haworth 8335.
1948 Lanchester 14hp saloon de luxe, 1939 model, registered owner, low mileage, very good condition; £395, bargain.—Richmond (Survey) 3515.
1937 Lanchester 14 Rondrider saloon, radio, taxed, guaranteed; £355, payments—Oldfield, 386, Kensington High St., W.8.—Wessex 6301.
SPINK (BIRMINGHAM) LTD., offer:-
 For the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.
DAIMLER House, Bournemouth. Tel. 5406.

10545

1935 gns.—Lanchester 14 saloon, June 1936, 13hp, tax-free, 4-door saloon, green and black, sliding door, radio, heater, demister, 12 months guarantee, excellent condition, taxed, exchange list; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1937 Lanchester Cars Wanted.—ROWLAND, PHILIP, Ltd., 14, Newgate Street, buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041.

CASH immediately for good Lanchester.—H. F. CASH, 154, Off. Titchfield St., W.1. Langham 0012.

GOOD used 11-14hp Lancasters wanted, later models preferred; please a.s.p. please note.—Landon Cars, 592 E. 6, Greenford Rd., Greenford, Middlesex 1002.

STRATFORD, Ltd., Lanchester distributors, urgently require post-war Lancasters, prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4728).

Lanchester Spares and Service

ACOT MOTORS Ltd.—Pre-selector gear boxes, exchange and repairs—160, Fulham Rd., S.W.6. (Kensington 1037).

PRE-SELECTOR gear boxes—H. S. F. CASH, 55, Grant Rd., Addiscombe 2351.

CROYDON—Donald Vines & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kingsbridge Rd., Croydon 5775.

LANCHESTER, Ltd.—Daimler spares, large stock of spares, makers, etc. for most models.—Aliens, Victoria Rise, Clapham, S.W.3. Macaulay 4199 and 6223.

LANCIA

JOHN S. TRUSCOTT, 108, Lancia.

FIRST-CLASS examples are becoming increasingly scarce, one or two excellent Aprilias are usually available, exchange, deferred terms.

173 Westbourne Grove, W.11. Tel. 4274.

1939 (July) Lancia Aprilia saloon, blue and silver, reconditioned at works; £385.—Wimborne & Co. Ltd., Abingdon 6896.

LANCIA 1100, 1937, reconditioned and uphoused, small mileage engine, perfect body, disc brakes, windscreen, horn, twin Lucas spotlights, £650.—S. & S. Motors, Bayswater 1644.

Lancia Cars Wanted

LANCIA Aprilia, wanted, say—T. P. Green, High Rd., N.30. Tel. Hillside 2393.

ASTURA Lancia drop head coupe or tourer.—Robson, 282, Newgate St., London, S.W.1. (Langham 5569).

K. EVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia.—41-42, Hayes Mews, Bayswater, W.1. Green 2563.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, second-hand Lancias—173, Westbourne Grove, W.11. Tel. 4274.

LANCIA Aprilia latest models wanted.—A. Freeman, Grosvenor Garage, Burnage Lane, Manchester 19. Tel. 2874-5.

Lancia Spares and Service

LANCIA (MANCHESTER) LTD., Italian branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of special mechanics, experienced in factory and racing parts available and supplied at short notice. For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perseverance 5584).

LEA-FRANCIS

BROOKLANDS for individuals—
1949 Lea-Francis sports 2-3r. small mileage, £103. New Bond St., London, W.1. Mayfair 614590.

CHARLES FOLLETT, Ltd., sole distributors London & Home Counties, offer:-
1949 (Nov.) Lea-Francis streamlined 14hp, 12,000 miles, one H.M.V. radio, heater, demister, rimfenders, perfect order; £1,775.

1950 Lea-Francis 14hp saloon, I.F.S., maroon, leather, serviced by our own works, guaranteed; £1,475.

1951 Lea-Francis 14hp saloon, I.F.S., latest model, radio and lamps in front wings, sunroof, maroon leather, one owner, radio, heater and demister, guaranteed perfect; £1,585.

18 Berkeley St., W.1. Tel. 6359.

OFFICIAL Lea-Francis Service Station Barnardsdale Yard, off Elgin Ave., W.8. Cunningham 554555.

1947 Lea-Francis 14hp saloon, black, wireless heater; £250. Tel. 2662, Leeds 1703.

1950 Lea-Francis 14hp, 2-3r. saloon, maroon, leather, radio, heater, demister, perfect; £1,595.

G. GREENHILL MOTOR Co., March Rd., Poole, Middlesex. Tel. Pinne 601.

LEA-FRANCIS

3000 miles only; 1948 Lea-Francis sports 2-3r., all-over tonneau cover, rimfenders, an exceptional car.

R. IPOCO, Ltd., 16, Albermarle St., Mayfair, W.1. (Mayfair 2353-5).

1950 (Mar) Lea-Francis 2-3r. sports 2-4-seater, silver with green leather, one owner, 18,000 miles, exceptional condition throughout, including tyres and exhausts.

WHEELERS (NEWBURY), Ltd., The Broadway, Tel. Newbury 1020.

1950 (Sept.) Lea-Francis 14hp I.F.S., maroon, immaculate and as brand new; £1,300. Tel. 5551, Benfleet Rd., Higher Crumpled, Manchester, 8. (17820).

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Tel. 6359.

OFFICIAL Lea-Francis London Service Station Works & Stores.—
RNSJALD, 10, Elgin Avenue, W.9. Tel. Cunningham 55656.

Lea-Francis Spares and Services

LEA-FRANCIS Cars, Ltd.

SPARES and service for all models from the manufacturer.—Head Office and Works: Much Park of Coventry. Tel. 0203-5-6.

CHARLES FOLLETT, Ltd., sole distributors for Home Shows.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE PARTS.

SERVICE: Barnardsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 554555.

Lincoln Cars Wanted

SIMPSON S. MURRAY (KEMBLE) LTD., 10, Grosvenor Gardens, W.1. Tel. 5551-2.

1938 Lincoln 8, 1937, 2-4-seater, £1,000.

LLOYD

365 gns.—Lloyd, October 1949, 2hp 2-4-seater, roadster, cream, tan leather, small mileage, complete, £1,750. Tel. 2662, 1939, 2-4-seater, roadster, cream, tan leather, small mileage, complete, £1,750. Tel. 2662.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

WOODBAIN CARS offer:—

M.G. 10hp T-type sports 2-seater, taxed, £395—plum and chromium, superb appearance, engine dismantled and checked by ourselves; recommended.

M.G. 8hp P-type sports 2-seater, taxed, £295—M.G. 8hp P-type sports 2-seater, taxed, immaculate Alfa red cellulose, mechanically superb, £325—M.G. 8hp P-type sports 2-seater, taxed, of the finest P-types on the road and this is why the price is a little higher than usual.

M.G. 8hp P-type sports 4-seater, red and chrome, really sound mechanically and fast.

M.G. other MGs in stock—Woodbain Cars, 320, Euston Rd., N.W.1. Garage, Eton Ave., N.W.6. Tel. 1034. Primeuse 9435. (08075)

1949 (Nov.) M.G. 1½-litre saloon, mileage 11,000, superb condition, guaranteed; £1,175—Denbigh Garage, Ltd., Tel. Esher 3560.

SALE price £1,275—1950 M.G. 1½-litre saloon, 10,000 miles, 4-seater, British racing green, new throughout, taxed, trade enquiries welcomed.

M.G. TOURISTS (LONDON) LTD., Great North Rd., London N.W.1. Tel. 10732.

M.G. 16hp drop-head coupe, 1938, £375—M.G. 16hp drop-head coupe, 1938, £375—Temple Cars, 156, Burton Rd., Derby. Tel. 45614.

1950 M.G. 1½-litre saloon, green, £1,095; new tyres, decarbonized, in perfect condition throughout—Matthews, Regent 1471, evenings Cutham 5238.

1939 T type M.G. really outstanding condition, low mileage, radio and heater, colour cream; £295—Gingerbread, 6, Thame St., King's Cross, N.W.1. Tel. 6745.

1949 (October) M.G. T.O. 2-seater, red, red leather, a one-owner car, immaculately maintained throughout its small mileage, another finished ivory.

R. IPCO, Ltd., 10, Albemarle St., Mayfair, W.1. Tel. Regent 2100.

595 M.G. Midget, Sept. 1948, 1½hp, T.C. 2-seater, black, green leather, good tyres, fully used, excellent condition; terms, exchanges—Rowland Smith, 20, Merton Rd., N.W.16. Tel. 10762.

495 M.G. Midget, June 1950, 1½hp, T.B., 2-seater, black, fawn leather, carefully used, excellent condition; taxed, terms, exchanges—Rowland Smith, 20, Merton Rd., N.W.16. Tel. 10762.

395 M.G. Midget 1937 model 1½hp T 2-seater, black, green leather, good tyres, excellent condition, terms, exchanges—Rowland Smith, 20, Merton Rd., N.W.16. Tel. 10762.

195 M.G. 1½-litre head coupe, 1939 (late), £1,095—extra outstanding appearance; £625—Temple Cars, 156, Burton Rd., Derby. Tel. 45614. Open till 8 p.m. weekly.

1935 M.G. Magnette 4-4, sports, red, £1,095—excellent, good tyres, new radio, weather equipment; £220—Kirby 32, Cadogan Rd., Brockham, Dorking.

M.G. 1½-litre head coupe, 1938, black with red interior, £100—new car, just returned—575—Gibbs, Chilford House, Rendcomb, Cirencester, Gloucestershire.

1946 M.G. Magnette 4-4, £100—new car, £100—new radio—Coxon, Bentham, Lancaster.

1936 M.G. Magnette 4-4, sports, luggage grid, original green cellulose, recommended, recently refurbed—£275—Tel. Pal. 4630 after 6. Tel. 17209.

1937 (July) M.G. 1½-litre drop-head coupe, in mint condition, colour ivory, red wheels and hide interior, £1,095—new radio; £475; exchanges, terms, exchanges—Rowland Smith, 20, Merton Rd., N.W.16. Tel. 10762.

1946 M.G. T.C., black and beige, one owner, carefully maintained, in new condition, has not been in any mishap or even scratched, complete with radio, heater, new radio, £1,095—Woods—Woods, Stickney, Boston, Lincoln.

1949 (May) M.G. T.C., green, 14,000 miles, one private owner, this car, probably the lowest miles, is in mint condition, £1,095—new radio; £475; exchanges, terms, exchanges—Rowland Smith, 20, Merton Rd., N.W.16. Tel. 10762.

9008 M.G. T.C., leading, 1948 M.G. T.C., 2-seater, red and chrome, red leather, very unused, immaculate and outstanding car, unique opportunity, thoroughly recommended—£750—written guarantee—Rowland Smith, 20, Cadogan Rd., London S.W.1. Tel. 10762.

1938 1½-litre 2-door lime saloon, black with lime green head and lime green quiet spotless, apparently almost brand new, very unused, extremely low mileage, a really beautiful specimen—Speedsters, Ltd. The best conditioned sporting car in the country—10, G. G. G. Argyll, Cross Oak Lane, Salford, Mr. Redhill, Surrey. Tel. 6663.

M.G. Cars Wanted

C THE CAR MART, Ltd. wish to purchase M.G. cars—320, Euston Rd., N.W.1. Euston 1212. (08062)

R OWLAND SMITH'S, the M.G. buyers—Hampstead High St. (Hampstead Tube). Hame 6041. (08049)

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M.G. 10hp, 12hp, 1½-litre, 2-door lime saloon, black with lime green head and lime green quiet spotless, apparently almost brand new, very unused, extremely low mileage, a really beautiful specimen—Speedsters, Ltd. The best conditioned sporting car in the country—10, G. G. G. Argyll, Cross Oak Lane, Salford, Mr. Redhill, Surrey. Tel. 6663.

URGENTLY required, good pre-war M.G.—Hutfield 154, Off. Titchfield St., W.L. Langham 0012. (08065)

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M.G.—Good clean M.G.s wanted; must be pre-war—10, G. G. G. Argyll, Cross Oak Lane, Salford, Mr. Redhill, Surrey. Tel. 6663.

URGENTLY required, good pre-war M.G.—Hutfield 154, Off. Titchfield St., W.L. Langham 0012. (08065)

M.G. Cars Wanted

C M.J. CAR SALES (PT. 6033) offer:—

1950 Morris Minor saloon, beige, good condition throughout—Swiss Cottage, Finchley Rd., N.W.3. Tel. 70004

M.G. Cars Wanted

A LMOST new M.G. required; cash payment—

—Morley, 94, Streatham Hill, S.W.1. Tel. 10762.

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—Grove, 10, Merton Rd., London S.W.16. Tel. 10753.

—SALOON—Stafford Rd., Wallington, Surrey. Tel. 10753.

—A PRIVATE purchaser requires low mileage T.C., T.D., T.O., T.B., 1½-litre, 2-door, lime green, 10,000 miles, etc.—Kingsway, 10, Merton Court, Lewisham, S.E.13. Tel. 10753.

—URGENTLY required, low mileage 1948-50 M.G. 1½-litre saloon—Gossons Sports Cars (Christchurch), Ltd., London Rd., Christchurch, Hants. Tel. 10811. (0392)

—RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available—10, G. G. G. Argyll, Cross Oak Lane, Salford, Mr. Redhill, Surrey. Tel. 6663.

—M.G. 1½-litre saloon (10 lines). Tel. 10765.

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Grosvenor 17654.**G**UY SALMON AUTOMOBILES, Ltd., offer:—**1939** Rolls-Royce Wraith owner-driven Freestone & Webb razor-edge saloon, genuine 59,000 miles, an immaculate example of this famous model. £1,925. Tel. Mayfair 17870.**M**ASOT MOTORS Ltd. offer the following:—**1936** 50hp H.J.M. sports saloon with division.**1936** 50hp Barker special sedans.**1935** 40.5hp T and M open sports 4-seater.**1934** 25hp T and M 6-light owner-driven saloon.**1934** 25hp Hooper sports saloon.**1933** 25hp Hooper sports saloon.**1933** 25hp Barker owner-driven sedan.**1932** 25hp 4-light four-door coupe.**1932** 40.5hp Barker continental sports saloon.**1932** We are anxious to purchase 20hp and 25hp Rolls-Royce sedans, 25hp and 45hp 4-light Bentleys with all types of coachwork.**M**ASCOT MOTORS Ltd., 237, Kensal Rd., Ladbroke Grove, London, W.10. Tel. 16381.**1936** Rolls-Royce replica, black, green, 5-seater owner-driven saloon, £750.**P**ETER BANTING CAR SALES, 194, High St., Chichester, 27850. Tel. 5670.**1935**—1938 Rolls-Royce Phantom II. 25/30.**£895** Sedans with division.**G**ORDON CARS (LONDON) Ltd., 200, Euston House, 373, Euston Rd., London, N.W.1. Tel. Euston 6611.**R**OLLS-ROYCE 25 30 owner-driven saloon unblemished, £1,750.**E**VANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, 10. Tel. 15351.**1937** Phantom 1 7-seat limousine, excellent condition, photo: £275—40%.**1928** Green, Birmingham.**1937** Hooper Ph. III, owner-driven Hooper saloon, spacious luggage boot, exceptionally lovely specimen, £2,000.**1937** Rolls-Royce Ph. III Freestone & Webb 7-seat interior in leather throughout, 40,000 miles, complete Rolls history, exceptionally lovely specimen, exchanges welcome.**S**OUTHERN GARAGE, Rolls and Bentley Specialists, 51, 1176-1180, Christchurch Rd., Boscombe, Tel. Southampton 1022.**1935** (factory) Rolls-Royce series S.K. H. J. Mulliner Phantom II saloon, one owner, untaxed since 1939, low mileage, £925.**1926** Rolls-Royce 25 30, Barker limousine, one private owner, original condition: £250—Jacques, Ltd., 225-7, Hammersmith Rd., W.6. Tel. Riviera 6677-8.**P**HANTOM II limousine, one owner, superb chassis: £425—S. Craney Mews, S.W.7 (2 minutes South Kensington Underground). Tel. 15351.**E**DWARDS & CO., LTD., 10, Grosvenor Gardens, 1727-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. Tel. 4942.**1934** Rolls 25 30 7-passenger limousine by Windover, fawn leather, cloth roof, in exceptional all-round condition, colour black, taxed: £265—15787.**R**OLLS-ROYCE 25 30 Park Ward 8hp, sleek, almost immaculate, heater, radio taxed, immaculate throughout: £995—Broadway Motors, 69, High St., Hounslow, Tel. 0175.**1932** Rolls-Royce Phantom II 4-light 4-door 8-passenger saloon by Hooper, 3rd gear synchromesh, recent rebore by Rolls, price £725—Central Garage, Croydon, Tel. 4942.**V**INCENT AUTOS of Knightsbridge, the Rolls 20 Specialists—Always a selection of good Rolls 20s in stock from £185 to £500—7, Ellis St., Sloane Sq., Knightsbridge, Tel. 1573.**1937** Dec 5 Rolls-Royce Phantom III, fitted with a superb sports saloon without division by Barker, colour black, 24,000 miles, in excellent condition, when new the car is immaculate throughout. Harry Martin, 23, Devonshire Place Mews, London, W.1.**1948** Rolls-Royce Silver Wraith with saloon de Ville body by H. J. Mulliner, black, black leather, electrically controlled division and rear heating, 1948, genuine mileage 13,500, well maintained, December 1948, taxed, £1,950.**W**. P. MAIDENS, Sheepstor, Lincs. Tel. 135.**ROLLS-ROYCE****ROLLS-ROYCE****H****R**. OWEN, Ltd..**17.** Berkeley St.**G**REAT Britain's leading specialists in Rolls-Royce and Bentley cars and members of the Swain Group.**P**ROUD members of the Swain Group.**A**NATIONAL motoring organization.**1933** Rolls-Royce 25 30 sports saloon by Hooper, in black, upholstered blue leather, a superb example, excellent condition. Ref. H.5121.**1937** LOVELY black and silver 1934 25 30 sports saloon by Freestone & Webb, upholstered green hide, in excellent condition, taxed, £1,950.**1935** Rolls-Royce 20 25 4-door 4-light saloon (8) by Young in black and maroon, upholstered red leather, extras, in excellent order throughout.**1936** Rolls-Royce 20 25 Owen sedanca coupe by Gunnery Nutting in fawn, upholstered black leather, a superb example, extremely well reconditioned completely throughout. Ref. H.8023S.**1937** BEAUTIFUL Phantom III 4-door 4-light saloon with division, black leather, in dark green, built 1937, extremely graceful lines, upholstered beige leather to front, beige cloth to rear, well fitted extras, excellent condition. Ref. H.776.**1935** Rolls-Royce 20 25 Owen sedanca de ville 1934 in black, dignified town car, leather upholstery, black leather to front, fawn cloth to rear, in magnificient condition throughout. Ref. H.5570.**1936** Rolls-Royce 20 25 Owen sedanca coupe by Gunnery Nutting in fawn, upholstered black leather, a superb example, extremely well reconditioned throughout. Ref. H.8023S.**1937** LOVELY black and silver 1934 25 30 sports saloon by Freestone & Webb, upholstered black leather, built 1937, extremely graceful lines, upholstered beige leather to front, beige cloth to rear, well fitted extras, excellent condition. Ref. H.776.**1935** Rolls-Royce 20 25 Owen sedanca de ville 1934 in black, dignified town car, leather upholstery, black leather to front, fawn cloth to rear, in magnificient condition throughout. Ref. H.5570.**1936** Rolls-Royce 20 25 Owen sedanca coupe by Gunnery Nutting in fawn, upholstered black leather, a superb example, extremely well reconditioned completely throughout. Ref. 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£635—1947-8 Austin 10 with genuine Martin 1000 miles, only one owner since new and in spotless condition.—Belvoir.

£495—1946 Hillman-Crosser 10hp utility van, fold flat seats in rear, splendidly resurfaced and looks like new, complete three months' guarantee, hire purchase, exchange.

L AMRS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6221. (94085)

1948 Jewel Bradford utility, black, excellent condition, fitted radio, 1500 miles, Burton End, Cranford, Essex. Tel. 5208. (7697)

£250—1946 (reg.) Humber 10hp utility van, good, nice good tyres, excellent running, bargain.—Bray Motors, 180-184, West End Lane, N.2. Hampstead 6490.

AUSTIN 10 Countryman, mileage under 10,000, first registered November, 1950, first reasonable service, £250.—J. Thompson & Sons, Station Garage, Berwick St., 389. (7292)

1949 Bradford de luxe utility, 3 seats, looks excellent, fitted many extras, tax and guarantee, £250.—G. W. Smith, Station Garage, 154 West End Lane, S.W.1. Putney 0596.

WALTER SCOTT, Ltd.—Hillman 10 wooden utility, ex-W.D., registered 1951, excellent runner, £250.—39, Station Garage, 154 West End Lane, Hampstead, N.W.3. (7241)

1946 (December) Hillman estate car, one ownership since new, moderate mileage, condition excellent, £250.—Station Garage, 154 West End Lane, S.W.1. Putney 0596.

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1948 (September) Allard estate car, fitted superb 4-seater timbered body, 4765, exchanges, hire purchase, £1000.—Allard, 100, High Rd., Walthamstow, London, N.20. Hillside 6711. (7408)

1934 Reliant-Bentley chassis with most attractive 7-seat wooden utility body by Mulliner, a fast car in excellent condition, £1795.—Cherry 72, Kensington Court, W.8. Western 6015. (7179)

1950 (November) A 40 coachbuilt estate car, beautiful design, immaculate condition, radio, heater, many extras, 11,000 miles; offers over £1,000.—Hill-Venning, 15, Station Garage, Farnborough, Hants. Tel. 77802.

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R OLAND SMITH, Ltd.—The Utility Car Buyers—Hampstead High St. (Hampstead Garage), Hants. Tel. 6041. 10983. (71879)

JACK STONE & SONS, of Putney, are best buyers of quality shooting brakes and delivery vans.—Putney 1054-5. (71879)

WANTED, wooden body utility 10hp up-wards; W. R. Ranning 2000-6400.—Peter, 16, Cedars Rd., Beckenham, Kent. Tel. 1797.

A LL types utilities wanted for cash.—Read Bros., Motor Sales, 10, Station Garage, Christchurch Rd., Colindale, Wood, S.W.19. Liberty 1604. (70234)

VAUXHALL 18

1946 (August) Vauxhall 18 saloon recent overhauls, 6995.—DICKINSON, Ltd.—185-301 High Rd., Kilburn. Maida Vale 6886-8. (71748)

1947 Vauxhall 10 saloon, excellent condition; £655.—C. & C. MOTORS, Ltd., Queen's Head Garage, East Finchley, N.10. (72627)

VAUXHALL, 1947, very good condition; nearest £595.—142, White Rd., Quinton, Birmingham, 7. (72755)

1947 Vauxhall 10 saloon, in perfect condition; £700.—170, Newlands Gray, 20, Hermitage Lane, N.W.3. (72428)

1947 Vauxhall 10hp saloon, black, brown, one inspection; 3 months' guarantee, £745. (7245)

1939 (late) Vauxhall 10 saloon, black, recently resurfaced very clean, any inspection; £745.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. (71754)

1939 Vauxhall 10 de luxe saloon, post-war condition, immaculate throughout, taxed; £740.—G. & G. B. B. Ltd., 20, Portland Road, London, E.8. (7288)

1946 Vauxhall 10 saloon, black, brown, for nothing, this vehicle is far above average and must be seen to be appreciated; 3 months' guarantee; hire purchase, £745.—W. WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6221. (9078)

1946 (late) Vauxhall 10 de luxe saloon, black with brown leather, excellent condition, taxed, immaculate condition; £650.—Northwards Garage, Swan Close, N.W.3. Primrose 1127. (72854)

£515—Rare and beautiful 1940 Vauxhall 10 de luxe saloon, black, brown, 1000 miles, £515.—Tel. 6221. (72854)

1946 Vauxhall 10 de luxe saloon, black with brown leather, excellent condition, taxed, immaculate condition; £650.—Northwards Garage, Swan Close, N.W.3. Primrose 1127. (72854)

£515—Rare and beautiful 1940 Vauxhall 10 de luxe saloon, black, brown, 1000 miles, £515.—Tel. 6221. (72854)

1946 (September) Vauxhall 12hp saloon, very fair condition all round; £575. Tel. 7368. (71741)

1947 Vauxhall 12 saloon, immaculate; £600, payments.—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1318. (7788)

1946 Vauxhall Twelve saloon, finished black with brown leather, throughout, exceptional condition, price £650 or part exchange.—E. J. BAKER & CO., Ltd., Dorking 3222.

1948 Vauxhall 12 saloon, radio, heater, excellent condition; £725.—Rory Automobiles, Ltd., 127, Parkway, N.W.3. Euston 2700. (7873)

1940 Vauxhall 12 de luxe saloon, taxed, £475.—(72417)

1948 (Sept.) Vauxhall 12-door sunshade saloon, almost unmarked inside, and out, tyres good, low mileage; accept £725.—Jack Rose, 14, St. Stafford, Wallington, Surrey. Wallington 6777-8. (94086)

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1949 Vauxhall Wyvern 12hp saloon, a low mileage car in first rate condition throughout, a bar貫, radio, good car or tennis, £1000 deposit for 3 months included. S.W.19. Liberty 2494-5. (7339)

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FURBITE timing gears for Alvis, Delage, Hispano, Hudson, Hudson, Riley, Singer, Morris, Fiat, Lancia, Francis, Oval, Riley 9, Singer, Talbot, 10/40, 10/50, New 10/50, 10/60, 10/70, 10/80, 10/90, 10/100, 10/110, 10/120, 10/130, 10/140, 10/150, 10/160, 10/170, 10/180, 10/190, 10/200, 10/210, 10/220, 10/230, 10/240, 10/250, 10/260, 10/270, 10/280, 10/290, 10/300, 10/310, 10/320, 10/330, 10/340, 10/350, 10/360, 10/370, 10/380, 10/390, 10/400, 10/410, 10/420, 10/430, 10/440, 10/450, 10/460, 10/470, 10/480, 10/490, 10/500, 10/510, 10/520, 10/530, 10/540, 10/550, 10/560, 10/570, 10/580, 10/590, 10/600, 10/610, 10/620, 10/630, 10/640, 10/650, 10/660, 10/670, 10/680, 10/690, 10/700, 10/710, 10/720, 10/730, 10/740, 10/750, 10/760, 10/770, 10/780, 10/790, 10/800, 10/810, 10/820, 10/830, 10/840, 10/850, 10/860, 10/870, 10/880, 10/890, 10/900, 10/910, 10/920, 10/930, 10/940, 10/950, 10/960, 10/970, 10/980, 10/990, 10/1000, 10/1010, 10/1020, 10/1030, 10/1040, 10/1050, 10/1060, 10/1070, 10/1080, 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BUSINESS AND PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY
CAR hire service and filling stations in heart of Shakespeare country, exceptionally well established and good living accommodation; 6 cars, etc.—Box 5376.

FOR garages and motor businesses, vendors or purchasers should always consult the specialist agents—John Smith & Sons, Ltd., 24, The Mall, Ealing. (16511).

CAR hire service. 8 cars, goodwill of wide clientele in Baywater district; business premises could be transferred; turnover £1,000 per annum; principle only—Apprentices welcome—Box 17153.

FREEDOM garage. Surrey, trade £100 p.m.—1,000 gallons p.w., no car sales, garage £4,500—Middleton & Bradley, 12 and 13, Henrietta St., Covent Garden, London, W.C.1. Tel. Temple Bay 3822.

GARAGE AND FILLING STATION. Details to forward to Garage Dept., 12, King St., St. James's, S.W.1. Tel. Whitehall 27710.

RADIO-CONTROLLED taxi, hire service; bus garage; vintage car; good central premises; less of 10 cars; turnover £300 weekly plus self-drive; certified accounts; £1,000 deposit; £1000 capital—H. G. Morris Agency, Ltd., 26, St. Andrews Street, Cambridge.

£4500 will purchase freehold country garage bordering Bodmin Moor; fine modern dwelling house and cottage; garden with river frontage; open garage; 200 ft. frontage; 100 ft. deep; 100 ft. rear; generator, pump and usual equipment—Apply Church Howard & Hills, Ltd., 39, Kew Rd., Richmond, Surrey. Tel. 3038.

£5000 Small freehold garage in busy town; workshop for 8 pumps, land for extension; no house; useful equipment; business neglected but offers unique investment opportunity—Box 17154.

SIDMOUTH (Devon). Well-located garage filling station for 7; modern equipment; freehold; 8000 gallons per week; garage and workshop to be arranged—Church Howard & Hills, Ltd., as above.

£3000. Fully equipped garage, Croxden Avenue, London, N.18; accommodates 8 cars; 4 pumps, garage 8000 gallons per week; garage and workshop to be arranged—Church Howard & Hills, Ltd., as above.

£2500. Successful self-drive/used car sales south coast resort; good location; 10000 gallons per week; turnover £35,000 (increasing); automatics only; director subject to first-class refs., with investment of around £1,000; ill-health genuine reason for sale—Box 17358.

CARAGE, repairers and filling station (main A.12 coast road); garage, workshop, 200 ft. frontage, 100 ft. rear; business, in present owner's hands 20 years, situated in prosperous farming area between 2 large towns; net profit (average 5 years), £1,500; garage and workshop to be arranged—Church Howard & Hills, Ltd., 46, St. James's Place, London, S.W.1. (Reg. 4720). (3639)

Business and Property Wanted
CARAGE filling station within 10 miles South or West of London having two or three acres of land attached; freehold preferred; neglected business suitable—Box 5519.

WANTED to purchase, old-established business premises, net profit prior to taxes, £10,000/£30,000 p.a.; strictly confidential—Business Brokers, Ltd., 60, St. James's Place, London, S.W.1. (Reg. 4720). (3639)

BUSINESSES AND PREMISES WANTED
WANTED: garage, filling station, Brixton, Sussex, and near London on main road; freehold garages and filling stations with living accommodation; £7,000 up to £10,000—Box 17154.

WRECKERS. Tel. 5318.

SITUATIONS VACANT

MACHINIST (2) required; top rates to good all-round men; also Technical Graduate; N.W. area—Box 17206.

JUNIOR SALESMAN for motor showrooms, salary £7 per week, excellent opportunity for advancement—Box 5494.

DRIVE YOURSELF HIRE CO. (LONDON), LTD. require experienced transport clerks—30, Grosvenor Place, Victoria, S.W.1.

WORKERS foremen required; small repair shop and garage; good rates; radius S.E. London—Box 15819.

DETAILING draughtsmen required for L.C.E. component plant in N.W. London area; 5 days' wage—Box 17207.

DRIVE YOURSELF HIRE CO. (LONDON), LTD. require junior clerks; good opportunity to learn motor trade—Box 17204.

EXPERIENCED automobile drivers required; also filters and oilers; garage and filling station—Box 15818.

APPLY F. & T. Taylor (Brooklands), Ltd., Brooklands Track, Weybridge, Surrey. Tel. Hyndley 1-5459.

REQUERED for a small repair garage, North-West, London, garage; good all-round man, who could assist in garage premises to the right—Box 1815.

SELLER-DRAUGHTSMAN up to City and Outfalls standard in automobile engineering practice (motor vehicle service work); London area—Box 1817.

MECHANIC, really good varied experience prospects—Box 17208.

DRIVE YOURSELF HIRE CO. (LONDON), LTD. require draughtsmen and wage—Box 15820.

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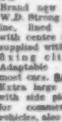
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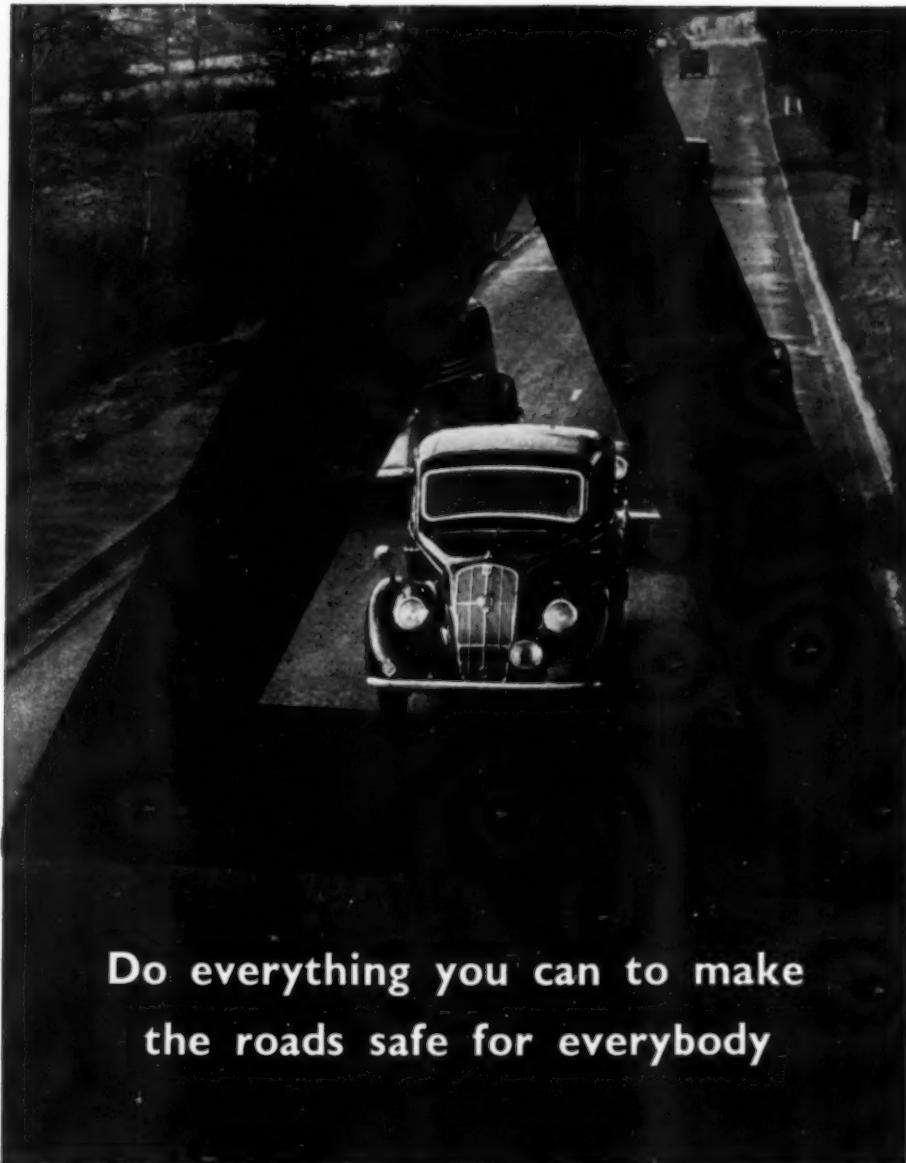
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